CANADA

1865

FOR THE INFORMATION

OF

IMMIGRANTS

PUBLISHED BY AUTHORITY.

QUEBEC
PRINTED BY JOSEPH TREMBLAY & COMPANY
24, Mountain Hill, Lower Town.
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FOR THE INFORMATION OF IMMIGRANTS

ON ARRIVAL IN CANADA.

THE EMIGRANT should at once apply to the Government Emigration Officers, whose duty it is to afford him every information and advice. He should avoid listening to the opinions of interested and designing characters, who offer advice unsolicited. Many, especially single females and unprotected persons, have suffered from want of proper caution in this respect.

Those desirous of obtaining employment will find it to their advantage to accept the first offer, even if the wages should be less than they had been led to expect, as until they become acquainted with the country their services are of comparatively small value to their employers. Persons seeking situations as Clerks, Shopmen, &c., (FOR WHOM THERE EXISTS NO DEMAND) and Mechanics who experience difficulty in obtaining employment in their respective trades, should accept the first offer that presents itself sooner than remain idle.

Emigrants who have settled destinations should remain about the city as short a time as possible after arrival. Farm laborers should proceed *at once* into the Agricultural Districts, where they will be certain of meeting with employment suitable to their habits; and those with Families will also more easily procure the necessaries of life, and avoid the hardships and distress which are experienced by a large portion of the poor inhabitants in our large cities during the winter season. The Chief Agent will consider such persons as may loiter about the ports of landing to have no further claims on the protection of Her Majesty's Agents, unless they have been detained by sickness or some other sufficient cause.

GOVERNMENT EMIGRANT AGENTS.

Quebec	A. C. BUCHANAN, (Chief Agent). Offices: Old Custom House Building and Grand Trunk Station, Point Levi,
Montreal	J. H. DALY.
Ottawa City	W. J. WILLS.
Kingston	JAMES MCPHERSON.
Toronto	A. B. HAWKE, (Chief Agent, U. C.)
Hamilton	RICHARD RAE.

Who will furnish Emigrants, on application, with every information relative to lands open for settlement, farms for sale, routes, distances, and expense of conveyance, demand for labor, rate of wages, &c., &c.

A. C. BUCHANAN, *Chief Agent.*

GOVERNMENT EMIGRATION OFFICE, QUEBEC, APRIL, 1863.

PROTECTION TO EMIGRANTS.

The Imperial and Provincial Passenger Acts provide, as far possible, against frauds and imposition, any instance of which should at once be made known to the nearest Emigrant Agent.

The Provincial Passengers' Act provides that Emigrants may remain on board forty-eight hours after the vessel's arrival, (except in cases when the vessel has a mail contract) and that they shall be landed free of expense, at proper hours; that no person, without a license, shall influence passengers in favor of any particular steamboat, railroad or tavern; that tavern-keepers shall have posted, in some conspicuous place, a list of prices to be charged for board, lodging, &c., and they will not be allowed to have any lien upon the effects of a passenger for board and lodging, beyond five dollars—about one pound stg.

The personal effects of emigrants are not liable to duty.

Emigrants arriving at Quebec, holding through tickets for their inland transport, and desiring to obtain information, may delay their journey for that purpose, as the Railway or Steamboat Company to whom they are addressed will take charge of their luggage until they are ready to proceed.

DEMAND FOR LABOR.

There is always a large demand for farm laborers and female servants; to this latter class, specially, Canada offers great inducements, and every hard working

respectable girl is sure to do well. Boys and Girls over 15, Carpenters, Masons, Bricklayers, Blacksmiths and Shoemakers are also wanted.

AVERAGE WAGES.

Farm labor.....	per month,	from	$8 to $12,	with board and lodging.	
Female servants.....	"	"	$2 to $ 5,	"	"
Boys, over 13 years.....	"	"	$2 to $ 8,	"	"
Girls, "	"	"	$1 to $ 3,	"	"
Mechanics.....	per day	"	$1 to $ 1.50,	without board.	

Tradesmen found with board and lodging get little more than half the above rates of wages.

Farm Laborers on their first arrival would perhaps not obtain the above wages on Farms, but after being a few months in the Country, when they learn to chop they will obtain them.

DISPOSAL OF CAPITAL.

Emigrants possessing capital, say from £200 to £500, are advised to purchase or rent a farm with some little improvement upon it, instead of going into the bush at once. Parties desirous of investing may obtain from 8 to 10 per cent, for their money on mortgage.

A word of advice is offered to the Emigrant coming to Canada with a small capital. He would act wisely, if, instead of buying land—as is often done—before becoming acquainted with its character and the kind of labor required in a new country, a proceeding invariably leading to the incurrence of debt, payment of interest, and entailing various other embarrassing expenses, he were to invest his money in the Savings' Bank, hire a log shanty for his family in some neighbourhood affording a good prospect of employment, and work at Wages for a year or so, thus gaining the knowledge and experience necessary to realise independence. Such a course is not deemed degrading in Canada, and it is sure to result in ultimate good. Let it be borne in mind that all families coming to Canada, whether they be possessed of £100 or £1000, must fail, unless they come determined to labor themselves; and it may be asserted without fear of contradiction, that the head of a family who pursues this plan will, at the end of a few years, be far in advance of him, no matter what his capital may be, who has not taken to the axe and the hoe. A determination to work, carried out with spirit and consistency will bring with it a degree of prosperity cheering to contemplate, and not to be surpassed in any other part of America.

Improved Farms may be purchased at from 5 dollars to 50 dollars per acre, according to situation and extent of improvement; or rented, with or without the option of purchase, at from 1 dollar to 4 dollars per acre.

CROWN LANDS.

Several millions of acres of surveyed lands are always in market, and the prices fixed at which intending settlers can acquire them, upon application to the respective Crown Land Agents. The prices of Crown Lands vary, from 70 cents, to 2s. 11d., or 3s. sterling cash, to one dollar, or 4s. 2d. sterling, an acre, on time, according to locality.

Crown Lands in Upper Canada are sold for cash, at 70 cents, (2s. 11d.), an acre, and, on time, at one dollar an acre, one fifth to be paid at the time of sale, and the remaining four fifths in four equal annual instalments, with interest at six per cent. on the purchase money unpaid. On the north shore of Lake Huron, and at Fort William on Lake Superior, lands are sold on time at 20 cents, or 10d. sterling, an acre. All Crown Lands in the newly surveyed territory are subject to settlement duties, and no patent in any case (even though the land be paid for in full at the time of purchase) shall issue for any such land to any person who shall not by himself, or the person or persons under whom he claims have taken possession of such lands, within six months from the time of sale, and shall from that time continously have been a *bonâ fide* occupant of, and resident on the land for at least two years, and have cleared and rendered fit for cultivation and crop and had under crop, within four years at farthest from the time of sale of the land, a quantity thereof in the proportion of at least ten acres to every one hundred acres, and have erected thereon a habitable house, and of the dimensions at least of sixteen by twenty feet. Timber must not be cut without license, except for agricultural purposes.

LAND REGULATIONS.

Land adapted for farming purposes can seldom be obtained from land companies, speculators or private individuals, under twenty shillings an acre. The Canadian Government, being desirous of preventing the acquisition of large tracts of lands by private companies or private individuals, for the purpose of speculation, have coupled the sale of the Government lands with such conditions as to prevent undue or improper advantage being taken of their liberality in offering farming land at a low rate. Every purchaser must become an acual settler. This simple condition drives out of the field a host of speculators.

In addition to the Free Grants, Government lands are sold either in blocks, or in single lots of 100 acres, to actual settlers.

Lands in blocks are sold in quantities varying from 40,000 to 60,000 acres, at 50 cents. (about 2s. sterling) per acre, cash, in Upper Canada; and in Lower Canada, at from 18 cents and upwards, according to situation; on condition that the purchaser cause the block to be surveyed into lots of from 100 to 200 acres each, on a plan and in a manner to be approved by the Government; and that one-third of the block be settled upon within two years and a half from the time of sale—one-third more within seven years—and the residue within 10 years from the time of sale.

This requirement will be dispensed with as to any portion of the land which at the last mentioned period is found to be unfit for settlement.

The settlers must have resided on their lots for two years continuously, and have cleared and cultivated ten acres of every 100 acres occupied by them, before they can get absolute titles.

Absolute titles will be given to the purchaser on payment in full of the price, and of his having resided at least two years on his lot and cleared and had under cultivation ten acres of every 100 acres occupied by him.

DIRECTIONS TO EMIGRANTS AND OTHERS WISHING TO PURCHASE CROWN LANDS.

Emigrants and others desirous of purchasing Crown Lands should make application to the respective local Crown Land Agents, who are required by law to furnish all applicants with correct information as to what lands are open for sale.

The Government Emigration Agents at Quebec, Montreal, Ottawa, Kingston, Toronto and Hamilton, will afford information and advice to emigrants respecting the best means of reaching the localities in which they intend to settle. If the lot has not yet been advertised, and placed at the disposal of the agent, no sale of it can be made until that is done, unless the applicant is in actual occupation, with valuable improvements; in that case he may, at his own expense, procure the services of the agent, (if the lot be within the jurisdiction of one) to inspect it, or furnish him satisfactory evidence, by affidavits of two credible and disinterested parties, or the report of a sworn surveyor, to enable him to report to the Department the following particulars, viz:—

The whole time the lot has been occupied; by whom now occupied; the nature and extent of the improvements owned by applicant, and whether there are any adverse claims, on account of improvements made by any other party on the same piece or parcel of land.

If the lot is public land, but not within the jurisdiction of any agent, in

application should be made direct to the Department, applicant being careful,the order to avoid delay and prevent unnecessary correspondence, to transmit at the same time the evidence by affidavit or Surveyor's report, as above stated.

The same rules should be observed by applicants to purchase Public Lands situated in the old settled Townships, with these additions : that in cases where the applicant occupies improvements made by his predecessors on the lot, he should show by assignment or other evidence, how he obtained possession of them, and that he is now the *bonâ fide* owner of the same. The present full value of the land per acre, exclusive of improvements, should also be stated by the agent, the surveyor or deponents, as the case may be. All papers necessary to substantiate the applicant's claim or right to purchase, if the application is made direct to the Department should accompany the first application.

All assignments, whether by squatters or purchasers, must be unconditional to be recognised by the Department.

Applications for information relative to the dates of Patents and the names of Patentees should, invariably, be made to the Provincial or Deputy Provincial Registrar.

Parties writing to the Department should give their Post Office, the date and number of the last letter (if any) they received from the Department on the subject. They should, if they can, state whether the lots they write about are Crown, Clergy, or School lands. Each letter should be confined to one subject; the signature should be distinctly written, and the letter addressed to " The Honorable the Commissioner of Crown Lands. "

Every applicant for Letters Patent for lands, should state his christian name at length, with his occupation and residence, as these must be stated in the Letter Patent.

EXPENSE OF CLEARING AND PUBLIC CHARGES ON LAND.

The cost of clearing wild lands is about from 12 to 14 dollars per acre. The expense is, however, greater in the remote districts, in consequence of the difficulty of procuring laborers; but this work is generally done by contract. The only charge on land is a tax which seldom exceeds 1d. per acre. It is applied to loca improvements alone, in which the persons taxed have a direct interest.

CAPITAL REQUIRED BY INTENDING SETTLER.

The capital required to enable an Emigrant family to settle upon a Free Grant Lot, or enter upon the occupation of the wild lands of the Crown, has been variously estimated. It should be sufficient to support his family for the first 18

months, until he can get a return from his land; and although much will depend upon the parties themselves, in no case should it be less than £50 currency.

The following is a careful estimate of the quantity and cost of provisions required for 12 months for a man and his wife, and three young children, and also a list of articles required by settlers going into the bush. The prices are attached at which they can be purchased at the villages near the settlements: —

8 barrels of flour, at £1 15s. per barrel	£14	0	0	
2 " of pork, at £3 15s	7	10	0	
80 bushels of potatoes, at 2s. per bushel	8	0	0	
30 lbs. of tea, at 2s. 6d. per lb	3	15	0	
1 barrel of herrings	2	0	0	
½ " of salt	0	7	6	
				£35 12 6

SEED.

20 bushels of potatoes, at 2s. per bushel	2	0	0	
3 " of wheat, at 7s. 6d. "	1	2	6	
10 " of oats, at 2s. "	1	0	0	
Cost of seed				£ 4 2 6

OTHER NECESSARIES.

1 Axe	£0	8	9	
1 Grindstone	0	7	6	
1 Shovel	0	1	10	
2 Hoes, at 3s. 6d. each	0	7	0	
3 Reaping-hooks, at 1s. 6d. each	0	4	6	
1 Scythe	0	5	0	
1-inch Auger	0	5	0	
1-inch-and-a-half Auger	0	7	6	
1 Hand saw	0	7	6	
2 Water pails, at 1s. 6d. each	0	3	0	
1 Window sash, and glazing	0	5	0	
1 Bake oven	0	5	0	
2 Pots, at 5s. each	0	10	0	
1 Kettle	0	5	0	
1 Frying-pan	0	3	0	
1 Teapot	0	2	6	
6 Small tin vessels, at 4d. each	0	2	0	
				£ 4 10 1
Carried over				£44 5 1

Brought forward				£44	5	1
3 Large tin dishes, at 2s. 6d. each	0	7	6			
6 Spoons, at 2d. each	0	1	0			
6 Knives and forks	0	5	0			
3 Pairs blankets, at £1 5s. per pair	3	15	0			
2 Rugs for quilts, at 2s. 6d. each	0	5	0			
2 Pairs of sheets, at 3s. per pair	0	6	0			
1 Smoothing iron	0	2	6			
1 Pig	0	15	0			
				£ 5	17	0
Total				£50	2	1
Add one cow				5	0	0
Hay for ditto, 1st year				3	0	0
Currency				£58	2	1
Or Sterling				£47	0	0

FREE GRANTS.

COLONIZATION ROADS.

Government has opened several great lines of road on which free grants of one hundred acres are given to actual settlers. The conditions of location are:— That the settler be eighteen years of age. That he take possession of the land allotted to him within six months. That he build a log house 16 by 20 feet. That he reside on the lot and clear and cultivate 10 acres of land in the course of four years. Members of a family having land allotted to them may reside on a single lot, thereby exempting them from building and residence on each location.

The roads in Upper Canada are:—

1st. The Ottawa and Opeongo Road, which runs east and west, and will connect the Ottawa with Lake Huron; Resident Agent, T. P. French, Clontarf. Route, by Grand Trunk Railway and Ottawa River, or railway to Ottawa City, thence by stage and steamer to Farrell's Landing.

2nd. The Frontenac Road, running North of Kingston, through the County of Frontenac; Resident Agent, James Spike, Deniston. Route by Grand Tronc Railway to Kingston.

3rd. The Addington Road, running north and south, through the County of

Addington; Resident Agent, E. Perry, Tamworth. Route, by Grand Trunk Railway to Napanee.

4th. The Hastings Road, running nearly parallel to the Addington Road, and connecting the County of Hastings with the Ottawa and Opeongo Road; Resident Agent, M. P. Hayes, Madoc. Route, by Grand Trunk Railway to Belleville.

5th. The Burleigh Road, running through the Townships of Burleigh and Anstruther; Resident Agent, Joseph Graham, Peterborough. Route, by Grand Trunk Railway to Cobourg and Peterborough.

6th. The Bobcaygeon Road, running from Bobcaygeon, between the Counties of Peterborough and Victoria, north, and intended to be continued to Lake Nipissing. Resident Agents; for southerly portion, R Hughes, Bobcaygeon; for northerly portion, G. G. Boswell, Minden. Route, by Grand Trunk Railway to Cobourg and Peterborough, and thence by steamer to Bobcaygeon.

7th. The Victoria Road, running north through the County of Victoria to the Peterson Road; Resident Agent, G. M. Roche, Lindsay. Route, by Grand Trunk Railway to Port Hope and Lindsay.

8th. The Muskoka Road, running from Lake Couchiching to the Grand Falls of Muskoka; Resident Agent, R. J. Oliver, Orillia. Route, by Northern Railway from Toronto to Barrie, thence by steamer to Orillia.

By means of these roads access is obtained to Townships recently surveyed by Government and now open for settlement. They are chiefly of excellent quality, and well adapted, in respect of soil and climate, to all the purposes of husbandry.

The roads in Lower Canada are:—

1st. The Elgin Road, in the County of L'Islet, about 35 miles long, from St. Jean, Port Joly, to the Provincial line, and that part of the Taché Road, from the County of Bellechasse to that of Kamouraska, inclusive, about 100 miles. Resident Agent, S. Drapeau, St. Jean, Port Joly.

2nd. The Matapedia Road, from Fleurian to River Restigouche, 46 miles; and that part of the Taché Road, from the County of Kamouraska to that of Rimouski, about 100 miles. Resident Agent, J. B. Lepage, Rimouski.

3rd. The Temiscouata Road, from Rivière-du-Loup to Lake Temiscouata, Resident Agent, L. N. Gauvreau, Isle Verte.

FREE GRANT ROADS.

HASTINGS ROAD.

Agent: M. P. HAYES, *Madoc.*

In this agency there are 290,000 acres for sale in the townships of Tudor, Lake Cashel, Wollaston, Limerick, Faraday, Dungannon, Herschel, Monteagle, McClure, Wicklow, and Bangor. The country within the boundaries of Limerick, Wollaston, Dungannon, and Faraday, is the region where the waters divide, and consequently the height of land between the Ottawa and rivers running into Lake Ontario. It cannot, therefore, be otherwise than rough. Still there are many tracts of good arable land to be met with, and the very roughest of it would make good pasture land, having water in abundance.

Monteagle is represented to be superior land, thickly and heavily wooded, and the surface undulating. The Hastings road forms a direct line of communication through this agency, and is connected by the Peterson line with the Opeongo road.

Total number of applications for land in 1862	600
Number of Free Grants allocated	30
Number of Lots sold	39

Of the applicants about one-third were Emigrants of the season—Germans and English. Only seven families became actual settlers. Of these, four took free grants, and three purchased lands. There are some improved farms for sale in this district, the price of which is regulated by the quality of the land, locality, and the nature and extent of improvements. Their value ranges from 2 dollars up to 25 dollars an acre, the latter being the value of good land within easy distance of the villages.

In his report to Government for the year 1861, Mr. Hayes says:—

The total number of settlers in possession of lots is 377, and their national origin is as follows:—

England	54	Nova Scotia	1
Ireland	167	New Brunswick	1
Scotland	41	Orkney	3
Canada	74	United States	9
Germany	25		
France	2		377

The number of acres cleared, and in processs of clearing at the close of 1861,

was 3641, showing an increase of 960 acres during the year. The number of acres under crop and pasture in 1861 was 2681.

The following table shows the crops and other industrial products of the free grant settlers during 1861 :—

			RATE. Dols.	VALUE. Dols.
Spring Wheat	10,200	bushels,	0 80	8,160 00
Fall Wheat	228	"	1 00	228 00
Oats	10,345	"	0 25	2,586 25
Peas	1,388	"	0 40	555 20
Barley	200	"	0 60	120 00
Rye	203	"	0 50	101 50
Potatoes	29,250	"	0 25	7,312 50
Hay (Timothy)	459	tons,	10 00	4,590 00
Hay (Marsh)	88	"	6 00	528 00
Turnips	29,120	bushels,	0 20	5,824 00
Maple Sugar	1,427	lbs.,	0 10	142 70
Ditto Molasses	400	gallons,	0 75	300 00
Potash	119	barrels,	30 00	3,570 00
Shingles	320	M.,	1 00	320 00
Sawn Lumber	300	M. feet,	8 00	2,400 00
Potash Barrels	200		1 00	200 00
Straw	1,000	tons,	4 00	4,000 00
Deer killed, say	200		4 00	880 00
Furs, estimated at				1,500 00
Fish, taken in lakes and rivers, say				400 00
Garden Produce, say				500 00
Total value of year's products				44,218 15 dols.

CATTLE OWNED BY FREE GRANT SETTLERS.

	1859.	1860.	1861.	Increase in 2 years.
Horned Cattle	226	338	575	349
Hogs	120	194	448	328
Sheep	6	35	36	30
Horses	34	49	53	19
Total	386	616	112	726

These tables exhibit a steady and continuous increase in the requisition of property by the settlers, and afford the best possible evidence of prosperity. The buildings on the road include 1 flour mill, 3 saw mills, 4 stores, 5 taverns, 1 school-house. Those erected in 1861 are chiefly large substantial barns, and dwellings of a good class.

The season of 1861 was not so favourable for agricultural operations as that of 1860. The spring was comparatively late, and from a scarcity of rain in the early months of summer the crops suffered, particularly hay and pasture.

Wheat was generally thick on the ground; a good plump grain, and entirely free from fly.

Oats gave a large yield, and were generally heavier and better than those grown on the front townships.

Potatoes are the great staple of the new townships, and they certainly are much finer and more abundant than in the older settlements. I regret to say that the rot appeared to some extent on the lower part of the road. It did not extend above the centre of the second range of townships, and the cases are not numerous where it spread to a large extent.

Turnips were very extensively cultivated, and gave large yields. They are becoming a very important article of produce for winter fodder.

Hay was not a very good crop, owing to the want of sufficient rain in the early part of the season, which prevented a heavy growth of grass.

It is now nearly six years since the Hastings road was first opened for settlement. The soil and climate have, therefore, been fully and fairly tested. The main outline of facts may be thus briefly stated:—Some 300 poor men with seldom any means beyond their ability to labour, have settled upon these lands, previously a wilderness, and in five years have accumulated round them the real wealth and property represented in the above tables, besides supporting themselves and their families during that period.

A very low estimate of the value of permanent improvements, and farm implements owned on the road, gives 406 dollars as the average value of each settler's property. This result must be considered highly satisfactory when it is borne in mind that many of the most successful settlers entered upon their lands only so few years ago with little or no capital.

Fanning mills and threshing machines have been introduced very generally, and most of the older settlers have a good supply of farming tools and implements.

The same freedom from disease and crime which marked the earlier years of the settlement, has, I am happy to say, continued during 1861.

The nearest vacant free grant lots now are about 50 miles from Madoc, but the best settlement I have is still further north, at and near the intersection of the branch road with the Hastings. and along the eastern branch, connecting with the Madawaska river. I agree with you in thinking that, as a generally rule, it is

better for emigrants to buy farms with small clearings from the earlier settlers than to go a long way back into the woods the first year, and I generally advise them to do so; but their success depends much more upon their individual fitness or unfitness for the work than upon any external condition. *I find that those who succeed best are those who go in with little or no means except their labour; they work quietly and steadily on their land and in four on five years become quite independent. On the other hand, those who have some capital generally idle away a great part of their time, and when their money is gone they are dissatisfied with the country. In fact, unless a man has been brought up to labour he has no business in the woods. If he has been brought up to it, and is willing and able to work, he can do better than in any other way that I know of.*

We have some very good land now open for settlement in the townships of Cashel, Limerick, and Wollaston, about 30 miles from Madoc, and comparatively easy of access. The land is turning out much better in these townships than we expected, and I have no doubt that they will support a large and thriving population before many years.

The crops in general are not quite equal to those of last year, but are fully up to the average.

ROUTE.—By Grand Trunk Railway to Belleville, 388 miles, fare 3 dollars 50 cents; thence by stage to Madoc, 26 miles, fare 1 dollar.

COUNTY OF ADDINGTON—ADDINGTON ROAD.

Agent: EBENEZER PERRY, *Tamworth.*

Reports that there are about 200,000 acres for sale in this district. Price per acre 70 cents, or 2s. 10d. sterling, cash, or one dollar (4s. sterling) if paid by instalments.

One-third of the land is broken with granite interspersed with limestone. The soil is a rich sandy loam, timbered with maple, birch, beech, butternut, elm, ash, basswood, pine, hemlock, cedar, and a little oak. This is a very healthy location; no fever or ague; the soil productive, and all the settlers on good terms with one another. There are ten school-houses opened in various districts. Religious services every Sunday in different places. Many saw and grist mills are in full operation, and the waters abound with fish.

Not more than a few gift lots remain on this road that are fit for settling on, unless the settlers would purchase Crown Lands in the vicinity; the distance from Tamworth to the gift lands is about 50 miles.

The settlers, who are for the most part Irish, Scotch, English and Germans, frequently seek employment during the harvest time in other settlements, and consequently there is no demand for immigrant labor. The country is too recently settled to have many improved farms upon it, but lots of 100 acres, with from five

to fifteen acres cleared, can be got from 50 to 150 dollars, subject to payment of the government purchase money. If all the instalments have been paid the lots range in value from £30 to £50 sterling.

Mr. Perry further says:—" I concur in your views that it is better policy for Emigrants to purchase when improvements have been made. Emigrants when massed together are not the best pioneers, their habits and training unfit them for clearing land, the science of chopping is scarcely ever learnt to perfection by a man after 30. Emigrants succeed well if mixed with Canadian settlers, they soon learn how to chop and log from them, they are more industrious and frugal than the great mass of Canadians who generally seek a home in the forest for the excitement of wild sports, while the emigrant has come to make a home for his family. All the emigrants in my district are prospering."

From Napanee to the Crown Lands, the distance ranges from 17 to 70 miles. From Kingston a daily line of stages to Tamworth, 37 miles, and the Addington Road runs north 62 miles up to the Madawaska River, all the lands are within 10 miles of the Addington Road.

Route by Grand Trunk Railway or steamer to Kingston, 340 miles, fare 3 dollars 75 cents, or to Napanee 367 miles, fare 4 dollars; thence by stage to Tamworth.

THE BOBCAYGEON ROAD.—COUNTY OF VICTORIA.

Agent: Richard Hughes, *Bobcaygeon*

Mr. Hughes, the agent for this road, sends in the following report of the progress and present state of the settlements under his charge:—

All the Free Grants on the Bobcaygeon Road, (except a few which are considered unworthy of settlement) as far as Bell's Line, a distance of nearly fifty miles, as the road runs, from Bobcaygeon, have been taken up, but some have been forfeited by non-fulfilment of conditions, and are now vacant, they are however few and scarcely worth mention.

However, the Department of Crown Lands have sent out a Provincial Land Surveyor aud party, to lay out the Free Grants along the road for some distance beyond Bell's Line. These lands and those in the neighbourhood are said to be pretty good. A contract has been entered into for the construction of the road. Ten miles have been underbrushed, a considerable amount of chopping done, and the contractor intends to finish as early as possible in the spring. The boundaries of the Free Grants will then be defined, and they will probably be prepared for settlement as early as emigrants will arrive, so that some can be accommodated on this road with Free Grants and any quantity of lands for sale which may be required in the townships bordering on the road.

Those who have gone in as settlers, both on Free Grants and on the purchased lands, are genarally well pleased with their own prospects and those of the whole settlement, but still, a difference of opinion does exist; there is no doubt a good deal of rough rocky land, but one thing speaks favourably for the settlement, those who sell out, do so generally for a good price, to the emigrant, or to others who wish to purchase improved farms with buildings on them, and almost invariably buy again and commence the world anew on another farm. I consider this the best way for the emigrant to procure a farm when he has means.

Another thing in favour of the settlement is, that although the first ten miles of the road, (which commences at Bobcaygeon, seven miles south of the first Government lands, either for sale or gift) is generally rough and stony; and although a good deal of opposition was made to the scheme of opening the lands by the Government at all, on account of the popular opinion being that they were altogether unworthy of settlement. The following statement, which I take the liberty to copy from my report to the Honorable the Commissioner of Crown Lands, will show that they are not altogether unworthy of notice:—

Number of Free Grant lots located south of Bell's Line with actual settlers.	271
Whole number of settlers on Free Grants, including families	783
Houses built	137
Barns and stables	79
Horses owned	14
Working oxen	206
Horned cattle	79
Pigs	235
Number of acres cleared	1438
Do. chopped but not cleared	440
Under crop	998

Value of crops raised on the Free Grants.....30,777 10 dollars, making an average of over thirty dollars for the crop raised on each acre.

There are about 300,000 acres for sale in the townships of Galway, Somerville, Cavendish, Lutterworth, Snowdon, Anson, Minden, Hindon, Stanhope and Sherborne. Galway is well watered, and although undulating and stony in places, has intervening valleys in which the soil is deep and fertile. The township swarms with beaver.

The land in Lutterworth is in general undulating and intersected with numerous small lakes. There are excellent water privileges in the immediate vicinity of Gull Lake.

Minden is a good township, and is being fast settled with an industrious and intelligent class. The soil is generally composed of a sandy loam, in some cases resting upon a substratum of clay and gravel, and is of good depth. Hindon is well adapted for settlement. For small craft, an almost unbroken water commu-

nication from Lindsay to within half a mile of its eastern limit, affords intending settlers a readiness of approach, not often found by those seeking homes in newly surveyed districts. A large proportion of good land is found in the south-eastern, central and western portions of the township. In this Agency the advantages of the Bobcaygeon road are incalculable to the settlers.

The number of applications forland in 1862 was 200 and 98 lots were sold.

There are several improved farms for sale and to let; the price of an improved farm with 12 or 15 acres cleared is about from 200 to 400 dollars per 100 acres.

Scarcely any demand for labor.

Route by G. T. R. to Port Hope 437, fare 4 dollars 50 cents; thence to Bobcapgeon, *viâ* Lindsay, by rail and steamer, 75 miles.

BURLEIGH ROAD.—COUNTY OF PETERBOROUGH..

JOSEPH GRAHAM, *Peterborough*, Agent for Burleigh Road.

The land in the townships on the Burleigh Road is generally very good, nearly two-thirds of it being adapted for settlement. Price per acre, 70 cents, or 2s. 10d. stg., cash, or 1 dollar on time. Quantity for sale 200,000 acres, 430 hundred acre lots were disposed of by the Agent last year, some to English Emigrants with ample means to clear their farms.

There is a very fair demand for agricultural laborers in the County of Peterborough. Wages vary from 8 to 16 dollars a month; female domestics get from 4 to 5 dollars a month, with board. Plenty of improved farms may be purchased in the County for from £2 to £10 sterling per acre, according to the quality of soil and locallty. A few might be rented at from 8s. to 15s. sterling per acre. A road is completed as far back as the rear of the Township of Burleigh.

ROUTE.—By Grand Trunk Railway to Peterborough, *viâ* Cobourg, 459 miles, for 5 dollars 50 cents.

MUSKOKA ROAD.

Agent: R. J. OLIVER, *Orillia, Co. Simcoe.*

Mr. Oliver in a report received from him the 24th January, 1862, thus writes.

The Muskoka Road is the most westerly, and the last towards Lake Huron of several free grant or colonial roads, running nearly north and south, from the border settlements of Upper Canada, to a road running at right angles from Ottawa city to the upper part of Lake Huron at Sault Ste. Marie, in a direct line to the Red River settlement.

This road commences on the river Severn, which empties from Lake Conchinching, or Lake Simcoe into Lake Huron, was placed under my charge in

August, 1859, with about 19 miles of road to the great falls of Muskoka, on which were 137 free grant lots. The first portion of the road is uninviting, it being intersected with large belts of rock, but the soil is good, and much better land is found in the rear, bounding Sparrow and Muskoka lakes. 72 of these lots are located, presenting in many cases good clearances and buildings. A lumber mill is at work on the road, a school house built, and one about to be built, with a weekly mail, soon to be made a tri-weekly. The total population on the road is 249, divided as follows:—Irish, 116; Scotch, 65; English, 43; Canadian, 19; German, 6; Improvements—houses, 54; shanties, 37; barns, &c., 23; acres cleared, 200; ditto chopped, 100; stock comprises: cows, 10; cattle, 30; horses, 8; pigs, 35; poultry, 300.

The value of produce grown the past harvest, including molasses, sugar, shingles, &c., amouts, to 5,282.25 dollars. There are three taverns, and as many stores on the road. Religious services are regularly performed by Protestant denominations. All males 18 years of age are entitled, to 100 acres, for a fee of 5 dollars only. To clear 12 acres in four years, build a house 16 by 20, and to reside on the lot. These conditions entitle the holder to a clear deed at the expiration of four years.

The Crown Lands under my charge, comprise four townships, Morrison, Muskoka, Draper, and Macaulay. The colonial road before mentioned runs through these townships. The Crown Lands came into my charge in October last, since which time 6,066 acres have been disposed of. A great portion of this land was occupied by squatters, who had made considerable improvements on their lots before they came into market. The total population on Crown Lands is 421, as follows: Irish, 139; English 88; Scotch, 112; Canadian, 13; German 53; French 16. Improvements—houses 44; shanties 72; barns, &c., 23; outhouses, 14; one lumber mill at work. Stock comprises: horses 8: cows 58; cattle 70; pigs 75; poultry 200; last harvest return, 7,262,20 dollars.

The settlement presents the following summary:—Population, 670; houses, 78; shanties, 109; barns, &c., 60; live stock, 330; year's produce, 10,532,75. Emigrants, 15 families: Irish, 3; English, 8; German, 2; French, 2; 64 souls. The Muskoka Road is extending from the great Fall of Muskoka in a north-westerly direction to a harbour at Parry's Sound on Lake Huron, a distance of about 50 miles. The land and timber improves very much on this new road, and is contiguous to a chain of four lakes. By striking a bee-line from the harbour on Perry's Sound to Ottawa City, through the country now opening up, will show this route to be 200 miles shorter than the one now open by way of Collingwood and Toronto, and 170 nearer to Montreal. This is an important saving in western travel, and one that must make the settlement a valuable one.

From this village to the settlement is 14 miles, 12 of which can be travelled by water; two boats run daily in summer, and in winter either by road on lake shore

or on the ice. The settlement can be reached from Toronto in one day, either in winter or summer. It will be seen, therefore, that the access is both rapid and easy. No difficulty has yet arisen in obtaining work for emigrants, either at road making or clearing, the former supplied by contractors, the latter by settlers, with means to enable them to hire to get their lands cleared as fast as possible. This will undoubtedly continue. Men capable of building log houses, &c., obtain in some instances one dollar per day and rations, the usual rate is from 75 cents to 4s. sterling a day, without rations.

The prevailing quality of the soil is light with a mixture of sand, having in large districts a subsoil of grey clay. There are also heavy clay bottoms, having a loamy surface. The lands are exceedingly well timbered and watered by lakes and rivers, with fish in abundance and excellent mill sites. Grain and root crops of all kinds yield well. Partly improved farms are always to be had in the neighbourhood, suitable for a person of moderate means; but the class of settlers most desirable are those who are accustomed to work, with small capital to purchase a necessary outfit of farming utensils (which at first are simple) and provisions for sustenance until after a first crop is realised.. *Money is of little use here unless muscle is brought into play, for the most unfortunate are those who entertain romantic ideas of bush life, thinking that nothing is required beyond their means but a little pleasant relaxation. All such are victims in new countries, and cannot hope to succeed. The hard-working, industrious, and thrifty labourer, or small farmer of the old countries are such as in the course of a few years make for themselves a comfortable homestead and independent living. I can already point to such as promise this in the district under my charge, while the older settled townships adjoining furnish examples by the hundred of those who commenced penniless, but, by perhaps first hiring out for a year or two accumulated a few dollars, which, being invested in a yoke of oxen, a few implements, and in taking up some of the unoccupied land have been enabled after the lapse of a few years to enjoy their hard-earned position, as Lords of their Manors, without a care to disturb them.* In no other pursuit is the result so surely and steadily arrived at, and the Severn and Muskoka districts offer to the emigrant a sure reward for toil voluntarily undertaken.

There are about 150,000 acres of land for sale. Price 70 cents., or 2s. 10d. sterling, an acre, cash.

ROUTE.—By Grand Trunk Railway to Toronto, distance 500 miles, fare 5 dollars, then by Northern Railroad to Bell Evart, then steamer to Orillia—87 miles.

OTTAWA AND OPEONGO ROAD.

Agent: T. P. FRENCH, *Clontarf.*

In this agency there are 250,000 acres open for settlement in the following townships:—

In County of Renfrew: Townships of Algona, Brudenell, Grattan, Radcliffe, Sebastopol.

In District of Nipissing: Sherwood, Hagarty and Richards.

There is much land of good quality in the township of Algona. About two-thirds of the township is well adapted for settlement and well wooded.

There is a large, prosperous settlement of Englishmen in the township of Brudenell, adjoining the free grants, and it is anticipated that the Prussians, a hard-working, thrifty, and seemingly honest people, who are fast acquiring a knowledge of our language, and of the habits of the country, will receive a considerable increase to their numbers.

Sebastopol: The whole township is remarkably well watered, and the water invariably good. All the lakes abound with salmon trout, and other varieties of fish. The settlers in the township have a ready market for all kinds of produce at the lumber shanties in the immediate vicinity.

The three agencies above-mentioned comprise a portion of what is termed the Ottawa territory in Upper Canada, and contain large tracts of fertile land. The different descriptions of timber prevail separately in particular tracts, and afford a convenient territorial division of the country. The first of these natural divisions is what has been called the white-pine country, from the prevalence of that kind of timber, of which it contains the finest forests, interspersed with tracts of hard wood land. It is generally arable and of a good quality throughout, much of it being equal to the best lands in the western peninsula in every respect. The county of Renfrew is included in this tract.

Westward of this lies the red pine country, so called from the prevalence of that kind of wood. The soil of this division is generally a poor sand, more or less gravelly, and in parts the surface is rugged and rocky, but interspersed with tracts of good land.

The third natural division is the hard-wood country, so called from the prevalence of that description of timber, associated with belts of white pine. It comprises an area of upwards of 7000 superficial miles, and contains the head-waters of the rivers Madawaska and Petawawa, the flow into the Ottawa, and of the Muskoka and Maganetawan of Lake Huron, and the whole of the south river of Lake Nipissing.

The intending settler should bear in mind that large tracts of rough land, if covered with valuable pine timber, much increase the value of a country for settlement by giving the settlers on the adjoining good lands a higher price for their produce than if these pine lands did not occur.

The undermentioned figures are the result of the Agent's inquiries as to the extent and value of the crop raised upon the free grants on this road in 1861:—

		DOLS.		DOLS.
9724	bushels of Wheat,	at 1 00	a bushel.....	9724 00
13362	" Oats,	" 0 30	"	4008 60
1149	" Barley,	" 0 60	"	689 40
64	" Indian Corn,	" 1 00	"	64 00
829	Bushels of Peas,	" 1 00	"	829 00
20596	" Potatoes,	" 0 35	"	7207 60
12847	" Turnips,	" 0 10	"	1284 70
424	tons of Hay,	" 8 00	per ton	3392 00
600	" Straw,	" 3 00	"	1800 00
2766	lbs. of Sugar,	" 0 12	per lb.	343 92
102	gallons of Molasses,	" 1 00	per gal	102 00
298	barrels of Pork,	" 16 00	per brl.	4736 00
68	" Potash,	" 20 00	"	1360 00
4841	lbs. of Soap,	" 0 10	per lb.	484 10
12429	bushels of Ashes,	" 0 5	per bshl.	621 00
			Making.....	36746 32 dols.

The great usefulness of this road as a highway to the lumbering regions of the Madawaska and Bonnechère is evidenced by the fact that travel over it is steadily increasing. Three new schools have been put into operation quite recently, making the number of new schools now open upon the road seven, which are establish upon the free school principle, and although unpret ending establishments, they are eagerly availed of by the settlers for the education of their children.

NIPISSING, DARLING AND LAVANT ROADS.

Mr. Snow, the Superintendant of these roads, sends in the following report, dated Hull, 26th February, 1862:

The Nipissing Road commences in the township of North Sherbroke and running a westerly course, is intersected first by the Frontenac and Madawaska Road, at 23 miles; next by the Addington Road, at 40 miles, and lastly by the Hastings Road, at 72 miles; to which point the line has been surveyed. This road is now completed to the Addington Road—40 miles. On and in the vicinity of the road constructed, about 90 settlers are located. They are chiefly men with large families who owned small farms in the other townships, lying to the east or south, which they have disposed of at a high price. This money has enabled them to purchase land in the new townships sufficient for themselves and their sons. As yet no emigrants have located in this section, except a few Germans in the neigh-

bourhood of the Addington Road. In the township of Denbigh, Abinger and Miller, there is room for extensive settlement on good land, as also in the township of Clarendon, which is traversed both by the Frontenac, Madawaska and Nipissing Roads.

The Lavant and Darling Road starts in the township of Darling and maintaining a south-westerly direction, crosses the township of Lavant, and intersects the Nipissing Road at its 14th mile in the township of Palmerston. When completed the lenght of this road will be about 21 miles. Five miles of it are finished; when completed it will shorten the route between Ottawa City and the new townships, intersected by the Nipissing Road, for which purpose it was originally projected. The lands suitable for settlement along the first ten miles of its course are chiefly occupied, and several beginnings have been made further southward, in anticipation of the road being opened. With respect to improved farms, my opinion coincides with yours, that it would be much better for the emigrant, if his means allowed it, to purchase a farm upon which some improvements have been made, instead of going immediately, without experience, into the woods. In this part of the country, and in the old settlements contiguous to the road under my charge, improved farms are generally held at too high a rate to come within the reach of the emigrant, prices ranging from 12 to 80 dollars per acre, and at the present very few are in the market.

The agency of the lands on and in the vicinity of these roads, is divided among several agents, among which I may mention Mr. McPherson, of Kingston; Mr. E. Perry, of Tamworth; and Mr. Harris, of Renfrew.

EXTRACTS FROM REPORTS OF AGENTS OF CROWN LANDS.

WESTERN CANADA.

KINGSTON, PART OF FRONTENAC, LENNOX AND ADDINGTON.

Agent: JAMES McPHERSON,—*Office: Kingston.*

According to a report recently sent in by Mr. McPherson, about 165,000 acres appear to be still open for sale in different parts of the Counties of Frontenac, Lennox and Addington at 70 cents an acre, cash, or 1 dollar on the usual time. A few scattered lots throughout the older townships are sold at a valuation, there being no set price. The soil in many parts if of a very fertile description; the crops grown are large and no district in Upper Canada offers better inducement to the Settler. Portions of the land are timbered with Maple, Beech and other

woods of heavy growth, whilst others are unfit for cultivation, being broken with Hills, Rocks, and Lakes.

In Olden, excellent crops of wheat, oats, Indian corn, potatoes and turnips have been produced, but the land, generally, is better adapted for grazing than other kinds of husbandry.

Palmerston is generally well adapted for agricultural purposes. It is traversed by the Mississipi road as well as by the line of the Lavant and Darling road. Along the first mentioned road the settlement is progressing rapidly. The entire township is well watered by creeks and springs. The Mississipi river affords an incalculable amount of water power. In Miller, the land generally is rolling or undulating, traversed by numerous brooks and streamlets of excellent water. The facilities afforded for transport by the Mississipi and Frontenac roads, passing through a healthy section of country, the land tolerably good, building materials in abundance, a sufficient supply of water power for manufacturing purposes, a ready market for the surplus produce of the settlers, and employment for themselves and terms during the winter months at the lumbering establishments, serve to render Miller and the adjacent Townships as desirable a field for settlement as this part of the country affords.

14,739 acres of land were sold by the Agent last year to 86 emigrants of the season, being an average of 171 acres a piece; they were nearly all English, Irish, and Scotch, and brought an aggregate capital of about 40,000 dollars. There are 40 or 50 improved farms for sale in the district, the prices of which range from 8 to 40 dollars an acre. In the summer season a good demand generally exists for farm laborers. Wages from 8 to 12 dollars a month with board according to efficiency. Early in the spring good ploughmen are required. After the crops are in the ground laborers are not wanted until the 1st of July or beginning of harvest; after harvest is over there is no demand for them at all. Servant girls are in great request amongst the farmers for milking and farm house work; wages from 2 to 5 dollars a month. Little or no demand for mechanics, *and none for persons unaccustomed to manual labor.*

Route.—By the Grand Trunk Railway or Steamboat, to Kingston, 340 miles, fare 3 dollars 75 cents; by daily stage to Frontenac, Lennox or Addington.

COUNTY OF VICTORIA.

Agent: G. M. Roche, *Lindsay.*

The quantity of land pertaining to the Crown open for sale in this Agent's division, and subject to actual settlement, is 200,000 acres, in the Townships of Carden, Laxton, Dalton, Digby, Oakley, and Ryde.

In Carden and Laxton the soil is composed of a sandy loam, varying in depth from one to two feet to stratified limestone rock of a soft crumbling description.

Digby.—The great body of the Township is high rolling land. In the intervening valleys, the soil is deep, rich, and fertile. Portions of the Township are of the limestone formation. There are numerous sites where machinery could be effectually worked by water power.

Dalton, in a lumbering point of view, possesses great advantages, being well watered by three rivers, on which there are several falls and rapids. The Township is settling rapidly.

In Oakley, the advantages of settlement are good, owing to the Peterson Road being opened through the Township. Where it crosses the Black River there is an eligible site for a town plot, having advantages of never-failing water privileges, and good land in the vicinity. The lands are about 30 to 35 miles from the railway station, and are accessible by the Victoria Colonization Road. Improved farms may be purchased at from 16 dollars to 40 dollars per acre, according to the extent of cleared land and value of improvements. Made farms can be rented at 2 dollars to 3 dollars, for the cleared land, per acre.

There is a fair demand in the County for labor, good hands getting 12 dollars to 16 dollars per month, with board. Day laborers get 80 cents per day, and Carpenters, Bricklayers, and Plasterers, (the principal trades required) 1 dollar 25 cents to 1 dollar 50 cents.

Route :—By Grand Trunk Railway to Port Hope, 347 miles, thence by Rail to Lindsay, 40 miles.

DISTRICT OF ALGOMA.

Agent: Joseph Wilson, *Sault Ste. Marie.*

This agency embraces a portion of the Huron and Superior territory. Sault Ste. Marie being a free port, all goods duly imported and entered there go into consumption free of duty within the District attached to it.

In the vicinity of the town, lands are for sale in the Townships of Awénage, Awéres, Tarentorus, Korah, Prince, Parke, and Macdonald. In the rear are the Indian Townships of Fenwick, Kars, and Pennefather, containing much good land.

The Townships of Rose, Lefroy, Patton, Thompson, Esten, Spragge, and Salter, on the north shore of Lake Huron, are in this agency. The lands in them are sold for one shilling an acre. Besides its land and timber, the characteristics of this territory are its mineral treasures (*) and its fisheries.

(*) Copper Mining Districts on the Shores of Lake Huron and Lake Superior.—Not far from Sault Ste. Marie, the following Copper Mines are now being worked, viz :—The "Huron Copper Bay" and "Wellington," by the West Canada (London Joint Stock) Company, and the "Bruce Mines" by the Montreal Mining Company. The aggregate quantity of Ore produced annually at these mines is not far from 3,000 tons of 20 per cent., and surface hands and miners are always in demand at good wages ; good farming lands, situated a few miles back in the interior from the Bruce mines, can be purchased at very moderate prices from the Montreal Mining Company, and the same Company possess on the north shore of Lake Superior 18 locations, containing over 100,000 acres of carefully selected mineral lands, which can be purchased or leased on favorable terms, in quantities to suit purchasers or lessees.

Spragge is situated at the mouth of Serpent River. Salter is situated near the mouth of Spanish River. It is well timbered, many sections abounding with maple of large size, and pine of superior quality. It is easy of access, a great part of the front being on Spanish River, which is navigable 15 miles past the Township. Thompson is situated near the mouth of Mississagua River.

There are 103,000 acres open for sale, price 70 cents, or 2s. 10d. sterling per acre, cash. There are no improved farms for sale.

ROUTE—By rail to Sarnia or Collingwood, thence by steamer, whole distance 900 miles; fare, 8 dollars.

FORT WILLIAM.—LAKE SUPERIOR.

Agent: ROBERT MCVICAR, *Fort William, Lake Superior.*

Two Townships called Neebing aud Pai-Poonge, have been surveyed and are offered for sale, also the town plot of Fort William, situate on the Kaministiqua River, which empties itself into Thunder Bay, near the Western extremity of Lake Superior. These Townships are bounded on the South by high ranges of trap rocks. At the base of these we get into a level plain forming the valley of the Kaministiqua River. The soil consists in general of a reddish clayey loam, well adapted for cultivation. Between the long windings of the river, are flats of rich alluvial deposit, giving growth to large elm, ash, &c. The country on both sides of the river is well watered by numerous creeks, affording excellent mill sites.

The climate at Fort William in winter, is not more severe than that in the neighborhood of Montreal, the snow leaving the ground about the middle of April.

Farm lots in this agency are sold for one shilling an acre.

ROUTE—By Rail to Collingwood, thence by steamer.

NORTH OF THE RIVER OTTAWA.

Agent: THOMAS BARRON, *Lachute.*

39,500 acres is the quantity of land for sale in the townships forming this District, viz.: Chatham, Wentworth, Morin, Gore, and Howard; price 30 cents an acre, payable in five yearly instalments. The soil is of good quality and fertile. In some places it is stony, but the lands in the main are excellent, being well supplied with water, and commanding good sites for grist and saw mills, as well as other machinery. Sixty applications for land were made last season, but only five sales were effected; eight or ten of the applicants were immigrants with small means, the rest Canadians. Partly improved farms can be purchased as low as from £50 to 100, and from that to £400. A good demand exists for farm laborers; wages from £20 to £30 per year, according to capability. Female ser-

vants are greatly needed; also a few cartwrights, weavers, masons, bricklayers, plasterers, carpenters, and joiners.

ROUTE—By steamer from Montreal to Carillon on the River Ottawa, from thence a distance of eight miles by stage; fare, about 7s. 6d.—6s. sterling.

PORT OF ARGENTEUIL.

Agent: WILLIAM THOMPSON, *Fitzallan, Arundel.*

This agency in the rear of Argenteuil. Th lands have been recently opened for sale, and consist of 70,000 acres, at 30 cents (1s. 4d.) an acre, in the Townships of Montcalm, Arundel, and DeSalaberry. A road has been opened by Government through the District. The soil in the limestone valleys, and on the gently sloping hills, is very fertile, but there is much steep, rocky land, abounding in valuable timber, although not arable. The operations of the lumberers greatly facilitate the settlement of the fertile tracts, by opening roads and affording a ready market, at high prices, for the products of the farmer, and labor for himself, his horses and oxen at the season when they are not required on the farm.

There is scarcely any demand whatever for immigrant labor.

COUNTY OF OTTAWA.

Agent: E. W. MURRAY, *Buckingham.*

About one-third of the land in this district is mountainous, but well timbered with pine, maple, birch, &c. The soil is very fertile; in some parts a rich sandy loam prevails and in others, heavy clay. Two-thirds of the settlers are foreigners, Germans, Swedes and Norwegians, the remainder Irish and Scotch. Partially improved farms can always be purchased in the neighbourhood at reasonable prices, say from 4 to 20 dollars an acre. Quantity of land for sale—100,000 acres; price 60 cents per acre.

ROUTE.—To Ottawa, by rail or steamer, thence by steamer, 22 miles, to Buckingham; fare 4 dollars.

COUNTY OF OTTAWA.

Agent: ROBERT FARLEY, *Chelsea.*

290,000 acres is the quantity of Crown Land for sale in the above-named district; three-fourths of which are fit for agricultural purposes, the remainder being partly of a swampy and partly of a mountainous character. The soil is light and sandy, blue clay and loam. Ordinary wages for males, £2 to £2 16s. sterling a month; for female servants, from 8s. to 16s. a month, with board and lodging.

There are improved farms for sale. All the lands are easily accessible by the Gatineau Road, on the west side of the River Gatineau, going north.

Route.—By rail to Ottawa City, 335 miles; fare 3 dollars 50 cents; thence by stage, 8 miles, to Chelsea.

COUNTY OF OTTAWA.

Agent: Geo. W. Cameron, *Thurso.*

Has about 54,000 acres of land for sale in the district under his charge at 60 cents per acre.

The land in the near townships is of a mountainous character, but well adapted for settlement, numerous tracts of fertile soil, are to be found in the valleys; 67 lots were disposed of by Mr. Cameron last year, but none to British immigrants. The settlers are principally French Canadians, the demand for labour is but poor, wages from 6 to 12 dollars per month. There are a few improved farms for sale at from 4 to 20 dollars per acre. Colonization Roads are opening up the valley of the ninth nation, first 15 miles in good condition.

Route.—Steamer from Montreal *via* Carrillon to Petite Nation 96 miles; fare 3 dollars. There are three landing places to get to the lands, viz: Granville, Montobello, and Thurso.

COUNTY OF OTTAWA.

Agent: M. McBean, *Northfield.*

In this agency there are 283,000 acres disposable at 60 cents an acre, in the Townships of Cameron, Bouchette, Northfield, Kensington, Aumand, Wright, Egan, Sicotte, Baskatonge, and Lyton. This district is well adapted for settlement, the only drawbacks being the want of good roads.

From Mr. McBean's last report it appears that there are 245,144 acres of land at present for sale in the townships under his charge. Price 60 cents, or 2s. 5d. sterling, per acre. The soil is grey loam with clay bottom, well adapted for settlement, the only drawback being the want of good roads. During the two past seasons he sold 30,323 acres; and with respect to the value of farms, and the demand for emigrant labor in the districts, he says: I have no doubt but that a number of improved farms might be purchased from many of the old settlers, for cash, at 1 or 2 dollars an acre. They would then retire to the rear and make new farms, being acquainted with the woods. Emigrants coming here to settle could always get work from old settlers at a fair recompense. The disposition here is to help any new settlers coming in.

Route.—By rail to Ottawa City, thence up the River Gatineau to Northfield.

PART OF PONTIAC.

Agent: TERENCE SMITH, *Allumette Island.*

The lands still unsold in this district, amount in the aggregate to 92,000 acres. Price, 60 cents, equal to 2s. 5d. sterling an acre. The quality of the soil is of a very light description, except in a few small tracts between the mountains. The emigrant would find little or no chance of employment in this vicinity, as in general, the settlers depend upon the lumber trade, and prefer resident labor. There are six improved farms for sale, at low prices, and a few for rent or on shares of half-annual crops.

Route.—By rail to Ottawa City, thence by steamer to Pembroke, 84 miles, by stage, 6 miles.

PART OF PONTIAC.

Agent: F. X. BASTIEN, *Calumet.*

This agency contains nearly 12,000 acres within its limits, the average price is 60 cents, or 2s. 5d. sterling an acre. The land, it must be observed, is not of superior quality, but there is good access to it at all seasons of the year. The settlers are chiefly French Canadians, and a few immigrants, at wages varying from £14 8s. to £24 sterling per annum, with board, may find employment. Last year the wages were very low.

ROUTE.—By rail to Ottawa City, thence by steamer to Portage du Fort 63 miles, thence by stage 12 miles.

COUNTY OF PONTIAC.

Agent: G. M. JUDSON, *Clarendon.*

This agency is an extensive one, and the lands now open for sale within its limits (200,000 acres) are chiefly of good quality and at a reasonable distance from the older settlements; price 60 cents per acre.

The townships of Alleyn and Cawood offer considerable inducements to intending settlers, and are being opened up by Colonization Roads, The soil, varying from clay to loam, is in general good, light loamy soil prevailing. Last year Mr. Judson received 50 applications for land, and 54 lots were allocated, 9 of which were to immigrants of the season having small means. Some purchases of improved farms were also made by Germans, and lots with small clearings (say 6 or 8 acres cleared and fenced) and a shanty, &c., may be bought at from £40 to £50.

Farm laborers can always find employment; good hands accustomed to farm work can get 100 to 120 dollars per annum, besides their board in the old settlements. Immigrants as yet unacquainted with the work can realise very little the

first year or so, perhaps not more than 6 dollars a month and board, wages being of course governed by the laborers qualifications. Young single females can always do well and obtain ready service.

ROUTE.—By rail to Ottawa City, thence by steamer to Portage du Fort (44 miles), thence by land to Clarendon (10 miles). The maximum distance of the lands from established roads is 8 miles, the average distance 4.

PART OF RENFREW AND DISTRICT OF NIPISSING.

Crown Land Agent: JAS. P. MOFFAT, *Pembroke.*

The total number of acres of land open for sale in Mr. Moffat's agency is 210,000, distributed over the Townships of Rolph, Petewana, Alice, Head, Maria, Fraser and McKay. The greater portion of this land, especially that in the Townships of Alice, Petewana and Rolph, is well adapted for settlement; but owing to the want of roads, it is difficult of access.

The soil in Alice is of a sandy loam and generally level. There are about 300,000 acres of good land fit for settlement. This Township is liberally supplied with springs; these are generally of pure water, but some of them are strongly impregnated with mineral substances, the principal of which are sulphur and iron.

In various parts of this agency there are extensive tracts of hardwood land, the soil of which, though stony, may be cultivated successfully. Pine is abundant, and is the prevailing timber throughout.

The settlers are principally Prussians and Germans. There are but few farmers in the District desirous of selling their farms. A few improved farms may, however, be purchased for cash, at 4 to 16 dollars an acre. The Government wild lands are sold at 70 cents, cash, or 1 dollar, payable in five instalments.

Men's wages average from 6 to 8 dollars a month, with board and lodging; women's wages from 2 to 3 dollars.

ROUTE—By Grand Trunk Railway to Ottawa City, thence by stage and steam to Pembroke—95 miles.

COUNTY OF RENFREW.

Agent: WM. HARRIS, *Admaston.*

Every thing has been and is still being done in this District to promote and facilitate settlement. The Government are busy opening, maintaining, and superintending roads in surrounding Townships. There are 240,000 acres of land for sale, the greater part of which is of a rough and rocky description, but with here and there small patches of excellent land well adapted for the small cotters and agricultural laborers.

The Townships recently surveyed are Griffith and Canonto. The agricultural prospects of Griffith are rather indifferent, though a considerable part may serve for grazing. It is a remarkably well watered tract of land, as that part of the country generally is, having rivers, brooks, lakes, and ponds, interspersed and scattered over the whole face of it. There are several water privileges in the Township.

In Canonto the land surveyed is in general well adapted for agricultural purposes, producing when cultivated the best quality of wheat, potatoes, oats, and Indian corn, and as a grazing country can scarcely be surpassed, as almost every lot is supplied with spring water and excellent meadow land.

The lands in the agency are the nearest body of Crown lands for sale to the seat of Government, and are in the heart of the lumber District.

The settlers are principally of Irish extraction. Improved farms can be purchased in the neighbourhood at from 2 dollars to 20 dollars an acre, according to situation and improvements. No steady demand exists for labor.

ROUTE—By rail to Ottawa City, 335 miles, fare 3 dollars 50 cents; thence by steamer to Farrel's landing, fare 57 cents; then on by land to Admaston, 13 miles.

NORTH OF THE RIVER ST. LAWRENCE.

THREE RIVERS.

Agent: ALPHONSE DUBORD, *Three Rivers.*

This agency comprehends the Crown Lands in the Counties of Maskinongé and St. Maurice. For the present there are properly speaking, only two Townships open for settlement—the Township of Shawinigan, in which there remains about 9,226 acres unsold, and the Township of Caxton, which is throughout a thick forest, containing 28,483 acres. In general, the soil is healthy, but the country is very hilly, and from want of roads, difficult of settlement. But few farms could be purchased, and those would fetch prices of from £160 to £400. There is little or no demand for immigrant labor.

ROUTE—Daily by steamer from Quebec, 90 miles; fare 50 cents.

COUNTY OF JOLIETTE.

Agent: J. BOURGEOIS, *St. Ambroise de Kildare.*

The public lots for sale in the Kildare District are easy of access, the land is pretty montainous in places, but the quality of the soil is good and productive.

The settlers are principally of Irish extraction; there is very little demand for labor. No improved farms to be sold. Quantity of land 42,000 acres. Price 1s. 3d. sterling per acre.

ROUTE—From Montreal by steamer to Industry Village, 42 miles; thence by land, 9 miles to Kildare.

COUNTY OF BERTHIER.

Agent: JÉRÉMIE LAPORTE, *St. Gabriel de Brandon.*

Three-fourths of the land in this District is adapted for settlement. It is rocky and mountainous in places, but there are still 29,000 acres of excellent land for sale. A good road runs from Berthier to Brandon and to the centre of the Township, and several improved farms can be got at an average price of £2 to £2 4s. an acre. The settlers are French Canadians, and there is no demand at present for immigrant labor.

ROUTE—By steamer from Montreal to Industry Village, 42 miles, thence 24 miles by land.

CHICOUTIMI.

Agent: VINCENT MARTIN, *Chicoutimi.*

The Townships in this agency are Bagot, Chicoutimi, Laterrière, Jonquière, Mesy, Tremblay, Caron, Charlevoix, Metabetchouan, Kenogami, Lebarre, Signay, Simard, Harvey, St. John's, Ashnapmonchouan, Roberval and Demeules, of which there are 300,000 acres disposable, at 20 cents an acre. The valley extending from Grand Bay to Lake St. John has much deep, rich, alluvial soil, alternating with sand, but the hills, or rather mountains, are not arable.

ROUTE—By steamer to Grand Bay.

CROWN LAND AGENCIES,

LOWER CANADA,

SOUTH OF THE RIVER ST. LAWRENCE.

EASTERN TOWNSHIPS.

The Eastern Townships form a large tract of country lying to the southward of Quebec and eastward of Montreal, and comprise within their limits six million

acres of land, with a population of 200,000 souls. No part of Canada offers greater advantages or facilities to the agriculturist than these Districts. They are in every respect a most desirable field for settlement; salubrity of climate—fertility of soil—good roads, and proximity to the Montreal, Quebec, Portland, and Boston markets being amongst their chief attractions; and all persons having the command of capital who come out to this country with the intention of purchasing farms cannot do better than visit the townships before they make their final choice. They are within easy access by rail of Quebec, and can be reached at a very trifling sacrifice of time and money. The British American Land Company possess large tracts of cleared and uncleared lands for sale in this District; their Office is at Sherbrooke, the District town. Messrs. Rawson and Du Chair, Real Estate Agents at Elmwood, near Lennoxville, have recently published a very useful pamphlet upon the inducements the Eastern Townships hold out to Emigrants of all classes, containing, amongst other valuable matter, a catalogue of farms and improved lands for sale there, with prices and terms of purchase. Copies of these pamphlets can be obtained upon direct application to themselves, or at the Government Emigration Office, Quebec.

SHERBROOKE.

Agent: JOHN FELTON, *Sherbrooke.*

In this agency there are about 70,000 acres for sale, at 60 cents per acre, in the Townships of Auckland, Hereford, and Weedon. It is generally good hardwood timbered land, and the settlement is progressing rapidly.

ROUTE—By G. T. Railway from Quebec or Montreal.

COMPTON.

Agent: WM. FARWELL, *Robinson.*

This agency consists of the townships of Winslow, Whitton, Hampden, Ditton, Woburn, Chesham, and Marston, in which the price is 60 cents per acre; and Spalding and Ditchfield, where the price is 40 cents per acre. There are about 240,000 acres for sale, generally hilly and stony, but with good soil.

The settlers located are mostly of Scotch descent. In Whitton, Marston, and Winslow, about one-fourth are French Canadians. There is no great demand for farm laborers in the new settlements, but in the older settlements the emigrant can get from 2s. to 4s. a day, or from about £15 to £25 a year, if he understands farming. Blacksmiths, house joiners, carpenters, masons, tailors, and shoemakers, also, good school teachers, would find employment in the neighbourhood. Price

of land per acre, 60 cents, or 2s. 5d. sterling. 25 lots were sold, and 22 free grants allotted by the agent last season.

ROUTE—Grand Trunk Railroad to Lennoxville, E. T., 123 miles; fare 2 dollars 25 cents; thence by stage 25 miles, fare 1 dollar.

PARTS OF WOLF AND COMPTON.

Agent: J. T. LEBEL, *Wotton.*

The settlement of this part of the Eastern Townships having commenced more than twenty years ago, the best lands are consequently occupied. There are still, however, 90,000 acres of vacant land, situate in the rear ranges, fit for agricultural purposes. Price 60 cents, or 2s. 5d. sterling per acre. A central road has been opened by the Government through each Township, so that these lands are easily reached. The settlers are chiefly French Canadians, and no demand exists for emigrant labor. There are a number of improved farms for sale; prices ranging from £2 to &5 an acre.

ROUTE—Per Grand Trunk Railway to Danville, 84 miles; fare 1 dollar.

LAMBTON.

Agent: L. LABREQUE, *Lambton.*

The Townships in this agency are Price, Adstock, Tring, Lambton, Forsyth, Aylmer, Gayhurst, and Shenley, of which 130,000 acres are disposable at 40 cents an acre. Tring, Lambton, Forsyth, and Aylmer are good Townships, also part of Price, and well occupied. In the others there is much rocky and broken land, more fit for lumbering than farming.

ROUTE—From Quebec up the River Chaudière to St. François, thence by Lambton Road.

NICOLET.

Agent: G. A. BOURGEOIS, *St. Grégoire.*

The greatest part of the land for sale in and about St. Grégoire, is swampy. All the good land adapted for settlement in the Township of Aston has been taken up long ago; there are still, however, allotments belonging to non-resident proprietors, which may be purchased here and there at reasonable prices. Several farms can be bought at from £8 to £20 sterling an acre, depending on the value of the buildings erected on them. The settlers are chiefly French Canadians, and there is no demand for foreign labor, except the temporary demand created occa-

sionally by the Three Rivers and Arthabaska Railroad. The lands are, for the most part, easy of access.

Route—By steamer daily to Three Rivers, 90 miles, fare 50 cents (2s. 6d.); thence 6 miles by land.

DORCHESTER AND PART OF BEAUCE.

Crown Land Agent: Andrew Ross, *Frampton.*

In this agency which comprises the Townships of Jersey, Marlow, Risboro', Linière, Watford, Cranbourne, Frampton, Buckland, Ware, and Standon. There are upwards of 100,000 acres of land for sale, a large portion of it good and well adapted for settlemont, adjoining old settlements and within reach of the Quebec market; price from 30 to 40 cents per acre. Eleven new sales were made by the agent last season, and five free grants located. Two of the settlers were Irish immigrants of the season. There are a few improved farms for sale at from 4 to 24 dollars per acre according to improvement, but no demand whatever for foreign labor, the older settlements supplying all wants. There are 2 colonisation roads projected, the lines of which were opened last season. The Etchemin Road, leading from Frampton through Cranbourne, Watford, and Linière, to terminate at the Kennebec Road, and the other upon the South East side of the River Chaudière, through the Townships of Jersey, Marlow, Risborough, and Spalding, from de L'Isle to Lake Megantic.

Route.—From Point Levi through St Henry, St. Anselme, Frampton and Cranbourne by one route, and through St. Henry, St. Isidore, St. Mary's, along the River Chaudière to the Kennebec Road by the other. The vacant lands are about 40 miles from Point Levi.

COUNTY OF BELLECHASSE.

Agent: Francis Lamontagne, *St. Gervais.*

In the townships of Bellechasse, Roux, Armagh and Buckland, there are about 16,000 acres for sale, price 30 cents per acre. These lands are very favourably spoken of. In some parts timbered with maple and mixed woods of a heavy growth, and in others the soil is stated to be well adapted for the cultivation of flax and hemp. 75 lots were disposed of by the agent last year, but none to newly arrived immigrants. The settlers are all French Canadians. Some of, their farms are valuable. There is little or no demand for labor. The Taché Road runs through a portion of this district.

Distance from Quebec to St. Gervais, 21 miles.

COUNTY OF L'ISLET AND ELGIN ROAD.

Agent: STANISLAS DRAPEAU, *St. Jean Port Joli.*

The Lands situated in the townships of Lafontaine, Garneau, Casgrain, and Arago, and more especially those to the south of the Taché Road, are in excellent condition; the soil is decidedly good, and they are adapted for immediate settlement. Tracts of good ground may also be found in the Ashworth, Fournier and Dionne townships, but they are more difficult of access than those just mentioned. Settlers, French Canadians. Price of land per acre, 30 cents, or 1s. 3d. sterling. Quantity for sale, 178,424 acres.

ROUTE.—Grand Trunk Railway, 57 miles.

COUNTY OF KAMOURASKA.

Agent: F. DEGUISE, *St. Anne de la Pocatière.*

This agency extends over eight townships, containing 500 or 600 one-hundred acre lots in each township. The lands are chiefly within easy reach of established roads. The soil is very good, they are well watered, and possess many excellent mill sites. The settlers are all French Canadians, and about 100 French emigrants would find employment in the neighbourhood as farm laborers, at wages ranging from 1s. 8d. to 2s. sterling a day, with rations. Improved farms might be bought in some of the townships at £4 sterling an acre.

ROUTE.—By Grand Trunk Railway from Point Levi, distance 72 miles.

TEMISCOUATA.

Agent: J. N. GAUVREAU, *Isle Verte.*

In the townships of Whitworth, Vigé, Demers, Denouville, Begou, and Rodot there are about 135,000 acres of land for sale at 30 cents, or 1s. 3d. sterling an acre. Several improved farms are to be sold at prices varying from £2 to £4 an acre, and French emigrants would find no difficulty in getting employment as farm laborers in this section of the county, at wages varying from £15 to £20 sterling a year.

ROUTE.—*Via* River du Loup by Grand Trunk Railway, distance 135 miles.

COUNTY OF RIMOUSKI.

Agent: J. B. LEPAGE, *Rimouski.*

There are about 268,000 acres open for sale, at 30 cents an acre, in the town

ships of Duquesne, Macpes, Neigette, Cabot, Fleuriau, Macnider, Matane and Augmentation, St. Denis, Romieu, Dalibert, Cherbourg, and Troulle. The land are in general favourable for settlement, especially in the valleys of the principal streams. The settlers are all French Canadians, and no demand exists for emigrant labor.

ROUTE.—By steamer from Quebec, distance 180 miles.

DISTRICT OF GASPÉ AND BONAVENTURE.

Agent: J. N. VERGE, *Carleton.*

The lands in this agency are sold for 20 cents an acre, and consist, of 90,000 acres in the Townships of Matepedia, Ristigouche, Mann, Nouvelle, Carleton, Maria and Patepedia. The land is in general good, and well adapted for settlement. The rivers flow in deep ravines, with very steep ascents to the table lands, which are dry, and timbered with hardwood, generally on a good soil.

The settlers are British and French Canadians.

ROUTE.—By steamer, *via* Gaspé (Weekly); fare 5 dollars 75 cents.

GASPÉ.

Agent: JOHN EDEN, *Gaspé basin.*

In this agency there are 120,000 acres for sale, at 20 cents an acre, in the Township of Newport, Percé, Malbaie, Douglass, York, South Gaspé Bay, North Gaspé Bay, Fox and Sydenham. The County of Gaspé is generally suitable for colonization.

The settlers are English, Irish, Scotch, Canadians, Norwegians, and a few Swedes. There is very little demand for labor.

ROUTE.—By steamer weekly, passage 4 dollars.

GENERAL REMARKS.

THE CLASS OF PERSONS WHO SHOULD EMIGRATE.

Practical farmers, agricultural laborers, male and female servants, boys and girls over 15 years of age. Those possessing small capitals may rent or purchase farms with some little improvements on reasonable terms.

Clerks, shopmen, or persons having no particular trade or calling and unaccustomed to manual labor should on no account be persuaded to emigrate, for to this class the country offers no encouragement at present.

TIME TO EMIGRATE AND BEST MODE OF REACHING CANADA.

It is of the greatest importance to the Emigrant that he should arrive in the country at as early a period of the year as possible. Those who sail in the months of April and May may expect to arrive in time for the spring and summer work, and to obtain the higher rate of wages, which are usually given by the farmer during harvest time. They will thus be enabled to secure a home against the coming winter. If, on the other hand, they land at a season when nearly all out door work has ceased, they may be exposed to much hardship.

If the means of the Emigrant will permit it, STEAMERS should be preferred to sailing vessels. First class steamers leave Liverpool, Londonderry, and Glasgow weekly, from April to November, direct for Quebec.

Emigrants having no fixed destination should on no account take their tickets beyond Quebec.

If any serious cause of complaint arise during the passage the Emigrant should go at once to the Captain of the vessel and make known his grievance. This will ensure him immediate redress; or, if not, it will strengthen his cause very much should he find it necessary to take legal proceedings on his arrival. The law holds the master of the vessel responsible for any neglect on the part of the stewards, or any of the officers or crew.

LUGGAGE.—Should be in compact, handy packages, distinctly marked with the owners's name and destination. The enormous quantities of useless luggage brought out by emigrants entail heavy expenses and trouble, and in many cases the cost of cartage, porterage, and extra freight exceeds its value.

CLOTHING.—Woollen clothing and all descriptions of wearing apparel flannels, blankets, &c., are much cheaper in England than in Canada, and wherever

it is practicable, the emigrant should lay in a good stock of clothing before leaving home.

TOOLS.—Agricultural laborers need not bring out implements of husbandry, as these can be easily procured in the country. Artisans are recommended to take such tools as they may possess. But both classes must bear in mind, that there is no difficulty in procuring any ordinary tools in the principal towns on advantageous terms, and that it is more desirable to have the means of purchasing what they want after reaching their destination, than to be encumbered with a large quantity of luggage during the journey into the interior.

CLIMATE.

The most erroneous opinions have prevailed abroad respecting the climate of Canada. The so called rigour of Canadian winters is often advanced as a serious objection to the country by many who have not the courage to encounter them, who prefer sleet and fog to brilliant skies and bracing cold, and who have yet to learn the value and extent of the blessings conferred upon Canada by her world-renowned "snows."

From observations taken for one year, it appeared that the mean range of the thermometer was as follows:—

	In Eastern (Lower) Canada.	In Western (Upper) Canada.
For June, July, and August.....	77.57°	77.37°
For the winter months.....	11,25	22.49

In regard to weather, a year's observations showed 309 fine days, and 56 of rain or snow in Eastern Canada, and 276 fine days, with 89 of rain or snow in Western Canada.

CANADA EAST.

"The climate of Canada East, like that of the Lower Provinces, is unquestionably the most healthy in North America.

"Disease is unknown among the usual population, except that caused by inequality of diet or imprudent exposure to atmospheric changes. The extreme dryness of the air is shown by the roofs of the houses (which are covered with tin) remaining so long bright, and by a charge of powder remaining for weeks uncaked in a gun.

" It is supposed that the long winter is unfavourable to agricutural operations; and though the period during which ploughing may be carried on is shorter than in more favorable climates, yet there are many compensating advantages in the excellence of the snow roads, and the great facilities afforded thereby in conveying produce to market, in drawing manure, and hauling out wood from the forest.

" If the real excellence of a climate depends upon the earth yielding in perfection and abundance the necessaries of life, or those which constitute the principal articles of food for man and the domestic animals, then Canada East may compare favorably with any part of the world. The steadiness and uniformity of the summer heat causes all grains and fruits to mature well and with certainty."

In Lower Canada melons ripen freely in the open air, and apples attain a peculiar degree of excellence, those of the Island of Montreal being especially famed. The Island of Orleans below Quebec, is equally celebrated for its plums.

CANADA WEST.

" In a country of such vast extent as Upper Canada, the climate varies materially. Throughout the agricultural, or settled part of it along the St. Lawrence and the Lakes, and which extends from 50 to 100 miles in depth, the winter may be said to commence early in December. Snow usually falls in sufficient quantities in the eastern section of this range to afford good sleighing about the middle of that month, and to continue with trifling exceptions until the middle of March. In the western section, although we have occasionally heavy falls of snow, we are subject to frequent thaws, and sleighing cannot be depended upon except in the interior at a distance from the lakes. On the cleared lands the snow generally disappears about the middle of March, and the sowing of seed for the spring crops begins early in April, and ends about the 10th of May. Ripe wild Strawberries in abundance may be had by the last of June."

From the head of Lake Ontario, round by the Niagara frontier, and all along the Canadian shores of Lake Erie, the grape and peach, grow with luxuriance, and ripen to perfection in the open air, without artificial aid.

TABLE of Mean Monthly and Annual Temperature at Toronto, Canada West, from 1840 to 1859, taken from the Records of the Provincial Magnetic Observatory, by Professor Kingston :—

	MONTHS.												Mean Annual.
	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
1840 to 1859	o 23.72	o 22.83	o 30.07	o 41.00	o 51.38	o 61.27	o 67.06	o 66.12	o 57.98	o 45.27	o 36.65	o 25.97	o 44.11

MEAN Monthly and Annual Fall of Rain at Toronto, from 1840 to 1859.

	MONTHS.												Mean Annual.
	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
1840 } 1859 }	In. 1.408	In. 1.043	In. 1.553	In. 2.492	In. 3.305	In. 3.198	In. 3.490	In. 2.927	In. 4.099	In. 2.257	In. 3.109	In. 1.606	In. 30.859

Dr. Lillie, in his Essay on Canada, remarks, that " Professor Hind holds the climate of Canada West to be superior to those portions of the United States lying north of the 41st paralled of latitude, in mildness—in adaptation to the growth of cereals—in the uniformity of the distribution of rain over the agricultural months—in the humidity of the atmosphere—in comparative indemnity from spring frosts and summer draughts—in a very favorable distribution of clear and cloudy days for the purpose of agriculture—and in the distribution of rain over many days—as, also, in its salubrity. In the following points he regards it as differing favorably from that of Great Britain and Ireland, viz., in high summer means of temperature—in its comparative dryness—and in the serenity of the sky."

Over the whole of Canada the melon and tomato acquire large dimensions, and ripen fully in the open air, the seeds being planted in the soil towards the latter end of April, and the fruit gathered in September. Pumpkins and squashes attain gigantic dimensions; they have exceeded 300 pounds in weight in the neighbourhood of Toronto. Indian corn, hops, and tobacco, are common crops and yield fair returns. Hemp and flax are indigenous plants, and can be cultivated to any extent in many parts of the Province. With a proper expenditure of capital England could be made quite independent of Russia, or any other country, for her supply of these valuable products.

ABSTRACT FROM THE CENSUS OF 1861.

ORIGIN.	Upper Canada.	Lower Canada.	TOTAL.
Natives not of French Origin	869,592	167,578	1,037,170
Of French Origin	33,287	847 320	880,607
	902,879	1,014,898	1,917,777
EMIGRANTS.			
England and Wales	114,290	13,139	127,429
Scotch	98.792	13,160	111,952
Irish	191,231	50,192	241,423
United States	50,758	13,611	64,399
B. N. A. Provinces	8,084	2,061	10,145
Germans, Prussians, and Dutch	22,906	672	23,578
French	2,389	949	3,338
Swiss	617	81	698
Channel Islands	529	628	1,157
Norwegians and Swedes	261	229	490
East and West Indies	735	186	921
Italians and Greeks	104	114	218
Spanish and Portuguese	96	55	151
Prussians and Poles	161	56	217
All other places	541	128	669
At sea	323	61	384
Not known	1,395	414	1,809
	493,212	95,766	588,978
Grand Total	1,396,091	1,110,664	2,506,755
INCLUDED UNDER OTHER HEADS.			
Indians	7,841	4,876	12,717
Colored Persons	11,223	190	11,413

RELIGIONS.		Upper Canada.	Lower Canada.	TOTAL.
Church of England		311,565	63,322	374,887
Church of Rome		258,141	942,724	1,200,865
Established Church of Scotland	Presbyterians.	108,963	23,688	132,651
Free Kirk	Presbyterians.	143,043	14,770	157,813
United Presbyterians	Presbyterians.	51,378	5,149	56,527
Wesleyan Methodists	Methodists.	218,427	25,879	244,306
Episcopal Methodists	Methodists.	71,615	2,537	74,152
New Connection Methodists	Methodists.	28,200	1.292	29,492
Other Methodists	Methodists.	23,330	74	24,204
Baptists		61,559	7,751	69,310
Lutherans		24,299	857	25,156
Congregationalists		9,357	4,927	14,284
Quakers		7,383	121	7,504
Bible Christians		8,801	184	8,985
Christians		5,018	296	5,316
Second Adventists		1,050	2,305	3,355
Protestants		7,514	2,584	10,098
Disciples		4,147	5	4,152
Jews		614	572	1,186
Menonists and Tunkers		8,965	....	8,965
Universalists		2,234	2,289	4,523
Unitarians		634	650	1,284
Mormons		74	3	77
No religion		17,373	1,470	18,850
No creed given		8,121	5,728	13,849
Other creeds not classed		14,286	678	14,964
		1,396,091	1,110,664	2,506,755

POPULATION OF THE CITIES AND COUNTIES IN UPPER AND LOWER CANADA.

UPPER CANADA.

Hamilton		19,096
Kingston		13,743
London		11.555
Ottawa		14,669
Toronto		44,821
1.	County of Brant	30,338
2.	" Bruce	27,499
3.	" Carleton	29,620
4.	" Dundas	18,777
5.	" Durham	39,115
6.	" Elgin	32,050
7.	" Essex	25,211
8.	" Frontenac	27,347
9.	" Glengarry	21,187
10.	" Grenville	24,101
11.	" Grey	37,750
12.	" Haldimand	23,708
13.	" Halton	22,794
14.	" Hastings	44,970
15.	" Huron	51,954
16.	" Kent	31,183
17.	" Lambton	24,916
18.	" Lanark	31,639
19.	" Leeds	35,700
20.	" Lennox and Addington	28,002
21.	" Lincoln	27,625
22.	" Middlesex	48,736
23.	" Norfolk	28,590
24.	" Northumberland	40,592
25.	" Ontario	41,604
26.	" Oxford	46,226
27.	" Peel	27,240
28.	" Perth	38,083
29.	" Peterborough	24,651
30.	" Prescott	15,499
31.	" Prince Edward	20,869
32.	" Renfrew	20,325
33.	" Russell	6,824
34.	" Simcoe	44,720
35.	" Stormont	18,129
36.	" Victoria	23,039
37.	" Waterloo	38,750
38.	" Welland	24,988
39.	" Wellington	49,200
40.	" Wentworth	31,832
41.	" York	59,674
42.	" Algoma District	4,916
43.	" Nipissing District	2,094

LOWER CANADA.

Montreal		90,323
Quebec		51,109
Three Rivers		6,058
Sherbrooke		5,899
1.	County of L'Assomption	17,355
2.	" Argenteuil	12,897
3,	" Arthabaska	13,473
4.	" Bagot	18,841
5.	" Beauce	20,416
6.	" Beauharnois	15,742
7.	" Bellechasse	16,062
8.	" Berthier	19,608
9.	" Bonaventure	13,092
10.	" Brome	12,732
11.	" Chambly	13,131
12.	" Champlain	20,008
13.	" Charlevoix	15,223
14.	" Chateauguay	17,837
15.	" Chicoutimi	10,478
16.	" Compton	10,210
17.	" Dorchester	16,195
18.	" Drummond	12,356
19.	" Gaspé & Magdalen Islands	14,077
20.	" Hochelaga	16,474
21.	" Huntingdon	17,491
22.	" Iberville	16,891
23.	" L'Islet	12,300
24.	" Jacques Cartier	11,218
25.	" Joliette	21,198
26.	" Kamouraska	21,058
27.	" Laprairie	14,475
28.	" Laval	10,507
29.	" Levis	22,091
30.	" Lotbiniere	22,018
31.	" Maskinongé	14,790
32.	" Mégantic	17,889
33.	" Missisqnoi	18,608
34.	" Montcalm	14,724
35.	" Montmagny	13,386
36.	" Montmorency	11,136
37.	" Napierville	14,513
38.	" Nicolet	21,563
39.	" Ottawa	27,757
40.	" Pontiac	13,257
41.	" Portneuf	21,291
42.	" Quebec	27,893
43.	" Richelieu	19,070
44.	" Richmond	8,884
45.	" Rimouski	20,854
46.	" Rouville	18,227
47.	" Saguenay	6,101
48.	" Shefford	17,779
49.	" Soulanges	12,221
50.	" St. Hyacinthe	18,877
51.	" St. John's	14,853
52.	" St. Maurice	11,100
53.	" Stanstead	12,258
54.	" Temiscouata	18,561
55.	" Terrebonne	19,460
56.	" Two Mountains	18,408
57.	" Vaudreuil	12,282
58.	" Vercheres	15,485
59.	" Wolfe	6,548
60.	" Yamaska	16,045

Routes, Distances, and Rates of Passage by Railway and Steamer, from Quebec to the principal places in Canada, by Grand Trunk Railway, or Steamer, daily.

NAME.	TOWNSHIP.	COUNTY.	RAILWAY.	Miles from Quebec.	Fare by Rail or Steamer.		ROUTE.
					First Class.	Emigrant Class.	
Acton Mines	Acton, C. E.	Bagot	G. T. R.	118	$ 2 95	$ 1 00	Viâ G. T. R.
Acton West	Esquising	Halton	G. T. R.	536	12 25	5 35	" Toronto, 36 m.
Almonte	Ramsay	Lanark	B. & O.	385	8 50	4 20	" Brockville, 52 m.
Appin	Ekfrid	Middlesex	G. W. R.	639	15 00	7 00	" G. T. R. to London, 24 m.
Aultsville	Osnabruck	Stormont	G. T. R.	251	5 80	2 50	" G. T. R.
Baden	Wilmot	Waterloo	G. T. R.	573	13 37	5 75	" Toronto and Berlin, 9 m.
Baptist Creek		Essex	G. W. R.	696	16 75	7 75	" G. T. R. to London, thence by G. W. R.
Barrie	Town	Simcoe	N. R.	565	12 90	6 90	" Toronto and Rail, 65 m.
Beamsville	Clinton	Lincoln	G. W. R.	560	12 50	6 00	" Hamilton.
Belle River	Rochester	Essex	G. W. R.	707	16 75	7 75	" G. T. R. to London, thence by G. W. R. to Chatham, 29 m.
Belleville	Town	Hastings	G. T. R.	388	9 60	4 00	" G. T. R. or steamer.
Berlin	Waterloo	Waterloo	G. T. R.	562	13 00	5 65	" G. T. R., Toronto and Guelph, 14 m.
Bothwell	Zone	Kent	G. W. R.	655	15 62	7 50	" London, 40 m.
Bowmanville		Durham	G, T. R.	457	11 00	4 75	" G. T. R. or steamer.
Bradford	Gwillimbury	Simcoe	N. R.	544	12 25	6 25	" Toronto, 44 m.
Brantford	Town	Brant	B. & L. H.	628	13 25	6 50	" Hamilton and Paris, 8 m.
Brampton	Chinquaconsey	Peel	G. T. R.	522	11 75	5 30	" Toronto, 22 m.
Branchton	Dumfries	Waterloo	G. W. R.	571	13 12	6 10	" G. T. R., Guelph, 21 m.
Breslau	Waterloo	Waterloo	G. T. R.	559	13 00	5 60	" Toronto and Berlin, 5 m.
Brighton	Brighton	Northumberland	G. T. R.	410	10 25	4 15	" Kingston, 70 m.
Brockville	Town	Leeds	G. T. R.	293	7 00	3 00	" G. T. R. or steamer.
Bronte	Trafalgar	Halton	G. W. R.	525	11 75	5 50	" Toronto, 25 m.
Carlton Place	Beckwick	Lanark	B. & O.	340	8 35	4 05	" Brockville and R. R.
Carron Brook	McKillop	Perth	B. & L. H.	616	14 15	6 40	" Stratford, 27 m.

Chatham	Harwich	Kent	G. W. R.	679	16 25	7 50	" G. T. R. to London, thence by G. W. R., or Toronto or Hamilton per Rail.
Clinton	Tuckersmith	Huron	B. & L. H.	621	14 60	6 85	" River Goderich.
Coaticook	"	Stanstead	G. T. R.	143	3 65	2 60	" G. T. R.
Cobourg	Town	Northumberland	G. T. R.	431	10 25	4 35	" G. T. R. or steamer.
Colborne	Chramahe	"	G. T. R.	417	10 25	4 15	" G. T. R.
Collingwood		Simcoe	N. R. R.	593	13 85	7 50	" Toronto and N. R. R.
Compton	Compton	Compton	G. T. R.	134	3 40	2 40	" G. T. R.
Copeton	Ancaster	Wentworth	G. W. R.	550	12 25	5 75	" G. T. R. to Toronto, thence by G. W. R. to Hamilton, 11 m.
Cornwall	Town	Stormont	G. T. R.	236	5 25	2 50	" G. T. R. or steamer.
Côteau landing		Soulanges	G. T. R.	206	4 25	1 90	" G. T. R.
Danville E		Richmond	G. T. R.	84	1 90	1 25	" G. T. R.
Détroit					18 00	8 00	See Windsor, viâ G. T. R.
Dickinson's Landg.		Huntingdon	G. T. R.	245	5 55	2 95	" G. T. R. or steamer.
Dorchester	Dorchester	Essex	G. W. R.	605	14 37	6 25	Viâ G. T. R. to London, 10 m.
Durham East	Durham	Drummond	G. T. R.	106	2 50	1 70	" G. T. R.
Dundas	Town	Wentworth	G. W. R.	545	12 12	5 62	" G. T. R. to Hamilton, 5 m
Eastwood	Oxford	Oxford	G. W. R.	582	13 25	6 25	" Woodstock, 5 miles
Edwardsburg	Edwardsburg	Grenville	G. T. R.	273	6 45	2 85	" G. T. R.
Flamboro	Flamboro	Wentworth	G. W. R.	548	12 25	5 75	" G. T. R. from Hamilton, 9 m.
Galt	Dumfries	Waterloo	G. W. R.	565	13 00	6 00	" Guelph, 15 m.
Gananoque	Leeds	Leeds	G. T. R.	324	7 75	3 25	" G. T. R. or steamer.
Georgetown	Esquising	Halton	G. T. R.	530	12 00	5 30	" Toronto, 30 m.
Glencoe	Ekfrid	Middlesex	G. W. R.	644	15 25	7 25	" G. T. R. to London, 29 m.
Goderich		Huron	B. & L. H.	633	14 95	7 20	" Stratford, 43 m.
Grafton	Haldimand	Northumberland	G. T. R.	424	10 25	4 50	" G. T. R.
Grimsby	Grimsby	Lincoln	G. W. R.	556	12 25	5 75	" Hamilton, 17 m.
Guelph	Town	Wellington	G. T. R.	550	12 50	5 50	" G. T. R.
Hamburg	Wilmot	Waterloo	G. T. R.	576	13 50	5 80	" Toronto.
Hamilton	City	Wentworth	G. W. R.	539	12 00	5 50	" G. T. R. or steamer.
Harpurhey	McKillopp	Huron	B. & L. H.	614	14 40	6 70	" Stratford, 25 m.
Harrisburg	Dumfries	Brant	G. W. R.	558	12 75	6 00	" G. T. R. to Guelph.
Hespeler		Waterloo	G. W R.	577	12 75	6 00	" G. T. R. to Guelph, 8 m.

Routes, Distances, and Rates of Passage by Railway and Steamer, from Quebec to the principal places in Canada, by Grand Trunk Railway or Steamer, daily.—(*Continued.*)

NAME.	TOWNSHIP.	COUNTY.	RAILWAY.	Miles from Quebec.	Fare by Rail or Steamer.		ROUTE.
					First Class.	Emigrant Class.	
Ingersol	Oxford	Oxford	G. W. R.	596	13 75	6 25	Via Woodstock, 9 m.
Jordan	Clinton	Lincoln	G. W. R.	565	12 50	6 00	" Hamilton, 26 m.
Kemptville	Oxford	Grenville	P. & O.	304	7 25	3 75	" Prescott, 23 m.
Kingston	City	G. T. R.	G. T. R.	340	8 00	4 50	" G. T. R. or steamer,
Komoka	Lobo	Middlesex	G. W. R.	625	14 75	6 50	" G. T. R. to London, 10 m.
Lancaster	Lancaster	Glengary	G. T. R.	222	4 80	2 23	" G. T. R. or steamer.
Lansdowne	Landsdowne	Leeds	G. T. R.	314	7 85	3 25	" G. T. R.
Lefroy	Innisfil	Simcoe	N. R.	553	12 55	6 55	" Toronto, 53 m. Rail.
Lennoxville E.	Ascott	Compton	G. T. R.	123	3 05	2 10	" G. T. R.
Lewisville		Kent	G. W. R.	679	16 00	7 50	" London R. R., 54 m.
Lindsay		Victoria	P. H. & L.	477	11 25	5 50	" Port Hope R. R.
London	City	Middlesex	G. W. R.	615	14 37	6 25	" R. R. or steamer.
Longwood		"	G. W. R.	635	15 00	7 00	" London, 20 m.
Lucan		"	G. W. R.	621	14 45	6 25	" London, 6 m.
Lyn	Elizabeth	Leeds	G. T. R.	297	7 15	3 15	" Brockville, 4 m.
Lynden	Ancaster	Wentworth	G. W. R.	555	12 50	5 87	" Hamilton, 16 m.
Mallorytown	Yonge	Leeds	G. T. R.	306	7 55	3 25	" G. T. R.
Malton	Toronto	Peel	G. T. R.	516	11 50	5 25	" Toronto, 16 m.
Mandaumen	Sarnia	Lambton	G. W. R.	662	16 00	7 00	" G. T. or G. W. R., Sarnia, 9 m.
Matilda	Matilda	Dundas	G. T. R.	267	6 25	2 75	" G. T. R. or steamer.
Mimico	Etabicoke	York	G. W. R.	507	11 12	5 12	" Toronto, 7 m.
Mitchel		Perth	B. & L. H.	601	14 05	6 35	" Stratford, 12 m.

Montreal	.....	.....	G. T. R.	168	3 00	1 00	" Rail or steamer.
Mount Clemens	State Michigan	.....	G. T. R.	709	17 10	7 50	" G. T. R.
Mount Brydges	Caradoc	Middlesex	G. W. R.	630	14 87	6 75	" G. T. R. to Tondon, 15 m.
Napanee	Richmond	Lennox	G. T R.	376	8 90	3 75	" Kingston, 26 m.
Newbury	Mora	Middlesex	G. W. R.	650	15 50	7 37	" G. T. R. to London, 35 m.
Newcastle	Clark	Durham	G. T. R.	454	10 80	4 75	" G. T. R.
Newmarket	Whitechurch	York	N. R. R.	534	12 00	6 00	" Toronto, 34 m.
Newton Ville	Clark	Durham	G. T. R.	448	10 60	4 75	" G. T. R.
Niagara	Town	Lincoln	G. W. R.	537	12 50	6 00	" Toronto and Rail or steamer.
Oakville	Trafalgar	Halton	G. W. R.	518	11 50	5 37	" Toronto, 21 m.
Ontario	Saltfleet	Wentworth	G. W. R.	551	12 15	5 62	" Hamilton, 21 m.
Oshawa	.....	Ontario	G. T. R.	467	11 00	4 75	" G. T. R. or steamer.
Ottawa	City	.....	P. & O.	335	7 00	3 00	" Rail or steamer.
Paris	.....	Brant	G. W. R.	568	12 87	6 25	" Hamilton, 29 m.
Perth	.....	Lanark	B. & O.	333	8 10	3 80	" Brockville, 40 m.
Peterboro	.....	Peterboro	C. & P.	459	11 25	5 50	" Cobourg, 30 m.
Petersburg	Wilmot	Waterloo	G. T. R.	570	13 25	5 70	" Berlin, 8 m.
Prescott	Town	Granville	G. T. R.	281	6 50	3 00	" G. T. R. or steamer.
Preston	Village	Waterloo	G. W. R.	573	12 75	6 00	" Hamilton, 28 m.
Princeton	.....	Brant	G. W. R.	575	13 12	6 12	" Paris, 7 m.
Port Union	.....	Ontario	G. T. R.	484	11 00	5 00	" Near Toronto.
Port Hope	Town	Durham	G. T. R.	437	10 25	4 50	" G. T. R. or steamer.
Richmond E	.....	Richmond	G. T. R.	96	2 15	1 00	" G. T. R.
Rockwood	Eramosa	Wellington	G. T. R.	542	12 37	5 50	" Guelph, 8 m.
Sarnia	Town	Lambton	G. T. R.	669	16 00	7 00	„ G. T. R.
Scarboro	Scarboro	York	G. T. R.	491	11 00	5 00	„ Toronto, 9 m.
Seaforth	McKillopp	Huron	B. & L. H.	613	14 35	6 65	" Stratford, 24 m.
Shakespeare	Easthope	Perth	G. T. R.	582	13 62	5 90	" Stratford, 7 m.
Shannonville	Tyandanaga	Hastings	G. T. R.	383	9 35	4 00	" Kingston, 41 m.
Sherbrooke	Town	Compton	G. T. R.	120	2 95	2 05	" G. T. R.
Smiths Falls	Elmsley	Lanark	B. & O.	319	8 25	3 50	" Brockville.

Routes, Distances, and Rates of Passage by Railway and Steamer, from Quebec to the principal places in Canada, by Grand Trunk Railway, or Steamer, daily.—(*Continued.*)

NAME.	TOWNSHIP.	COUNTY.	RAILWAY.	Miles from Quebec.	Fare by Rail or Steamer.		ROUTE.
					First Class.	Emigrant Class.	
Ste. Catherines	Town	Lincoln	G. T. R.	560	12 50	6 00	Viâ R. R. or steamer.
St. Mary's	Blanchard	Perth	G. T. R.	599	13 95	6 10	" Stratford, 10 m.
St. Hyacinthe	Town	Yamaska	G. T. R.	137	3 00	1 00	" G. T. R.
Stoney Point	Tilbury	Essex	G. W. R.	698	16 75	7 75	" Chatham, 20 m.
Stratford	Town	Perth	G. T. R.	589	13 62	5 90	" G. T. R.
Strathroy	Adelaïde	Middlesex	G. W. R.	635	15 00	6 85	" G. T. R. to London, 20 m.
Suspension Bridge		Lincoln	G. W. R.	582	12 50	6 00	" Hamilton, 43 m.
Thamesville		Kent	G. W. R.	663	15 87	7 50	" G. T. R. to London, 48 m.
Thornhill		York	B. & L. H.	512	11 45	5 45	" Toronto, 12 m.
Thorold	Thorold	Lincoln	G. W. R.	571	12 50	6 00	" Hamilten, 34 m.
Thorndale	Nissouri	Oxford	G. T. R.	610	14 15	6 25	" Stratford, 21 m.
Toronto	City		G. T. R.	500	11 00	5 00	" Rail or steamer.
Trenton	Murray	Northumberland	G. T. R.	400	10 00	4 00	" Kingston, Rail or steamer,
Wanstead	Plymton	Lambton	G. W. R.	657	15 62	7 00	" G. T. R. to London, 42 m.
Wardsville	Mosa	Middlesex	G. W. R.	651	15 50	7 37	" " to London, 36 m.
Waterdown	Nelson	Halton	G. W. R.	535	12 00	5 50	" Toronto, 35 m.
Weston		York	G. T. R.	509	11 25	5 25	" Toronto, 9 m.
Whitby		Ontario	G. T. R.	471	11 00	4 75	" G. T. R.
Widder	Bosanquet	Lambton	G. T. R.	637	15 15	6 75	" G. T. R. to Stratford, 48 m.
Williamsburg	Matilda	Dundas	G. T. R.	260	6 00	2 60	" Rail or steamer.
Windsor		Essex	G. W. R.	725	18 00	8 00	" W. Terminus G. W. R.
Woodstock		Oxford	G. W. R.	587	13 50	6 25	" Hamilton, 48 m.
Wyoming	Plymton	Lambton	G. W. R.	659	15 62	7 00	" London, 44 m.

PLACES IN UNITED STATES.

NAME.	STATE.	Miles.	Fare by R. R. or Steamboat. First Class.	Fare by R. R. or Steamboat. Emigrant Class.	ROUTE.
Alton	Illinois	1287	32 25	11 00	Viâ Détroit.
Beloit	Wisconsin	1105	28 85	10 95	" Chicago.
Boston	Massachusetts	423	11 00	7 00	" G. T. R.
Buffalo	New York	573	13 00	7 00	" G. T. R. or steamer.
Chicago	Illinois	1007	26 00	9 00	" R. Road or do.
Détroit	Michigan	734	18 00	8 00	" do or do.
Dubuque	Iowa	1195	31 85	13 05	" R. R. or do.
Fond du Lac	Wisconsin	1176	29 00	12 00	" do or do.
Fulton	Illinois	1143	30 00	11 70	" do or do.
Galena	"	1179	31 10	12 45	" do or do.
Iowa City	Iowa	1213	33 25	12 50	" R. Road or do.
Jefferson City	Missouri	1420	38 00	13 75	" do or do.
Lacrosse	Wisconsin	1372	32 00	13 00	" do or do.
Lasalle	Illinois	1075	29 00	10 00	" do or do.
Madison	Wisconsin	1167	29 00	12 00	" do or do.
Michigan City	Michigan	953	26 00	9 00	" R. R. viâ Détroit.
Milwaukie	Wisconsin	1092	27 00	9 00	" R. R. viâ Chicago.
do	do	1341	26 00	9 00	" Détroit and Milwaukie R. R.
New York	New York	530	11 00	9 00	" Portland.
Peoria	Illinois	1157	29 00	11 00	" R. R. viâ Chicago.
Portage City	Wisconsin	1189	29 25	12 25	" R. R. Chicago
Portland	Maine	316	9 00	6 00	" G. T. R.
Prairie du Chien	Wisconsin	1282	32 00	13 00	" R. R. viâ Chicago.
Racine	Wisconsin	1069	26 50	9 00	" do do
Rock Island	Illinois	1159	31 00	11 00	" R. R.
Springfield	Illinois	1165	30 05	11 00	" R. R. viâ Détroit.
St.-Louis	Missouri	1292	33 00	11 25	" R. R. Lake Station.
St.-Paul	Minesota	1555	37 00	14 65	" R. R. and River viâ Chicago.
Winona	Minesota	1422	33 75	13 65	" R. R. do do

EXPLANATION OF ABREVIATIONS IN THE FOREGOING TARIFF.

G. T. R.—Grand Trunk Railway; Quebec.
N. R.—Northern Railway; Toronto.
G. W. R.—Great Western Railway; Toronto.
C. & P. R.—Cobourg and Peterboro' Railway; Port Hope.
P. & O. R.—Prescott and Ottawa Railway; Prescott.
B. & O. R.—Brockville and Ottawa Railway; Brockville.
B. & L. H. R.—Buffalo and Lake Huron Railway; Canadian Route connections, Paris and Stratford.
E. T.—Eastern Townships; Lower Canada.
P. H. & L.—Port Hope and Lindsay Railway.

☞ Throughout these passages children under 12 years of age are charged half price, and those under 3 travel free.

VALUE OF ENGLISH COIN THROUGHOUT CANADA.

1 Sovereign	£1 4s. 4d.	currency, or	$4.85.
1 Crown	0 6s. 1d.	do	1.20.
1 Shilling	0 1s. 3d.	do	0.24.